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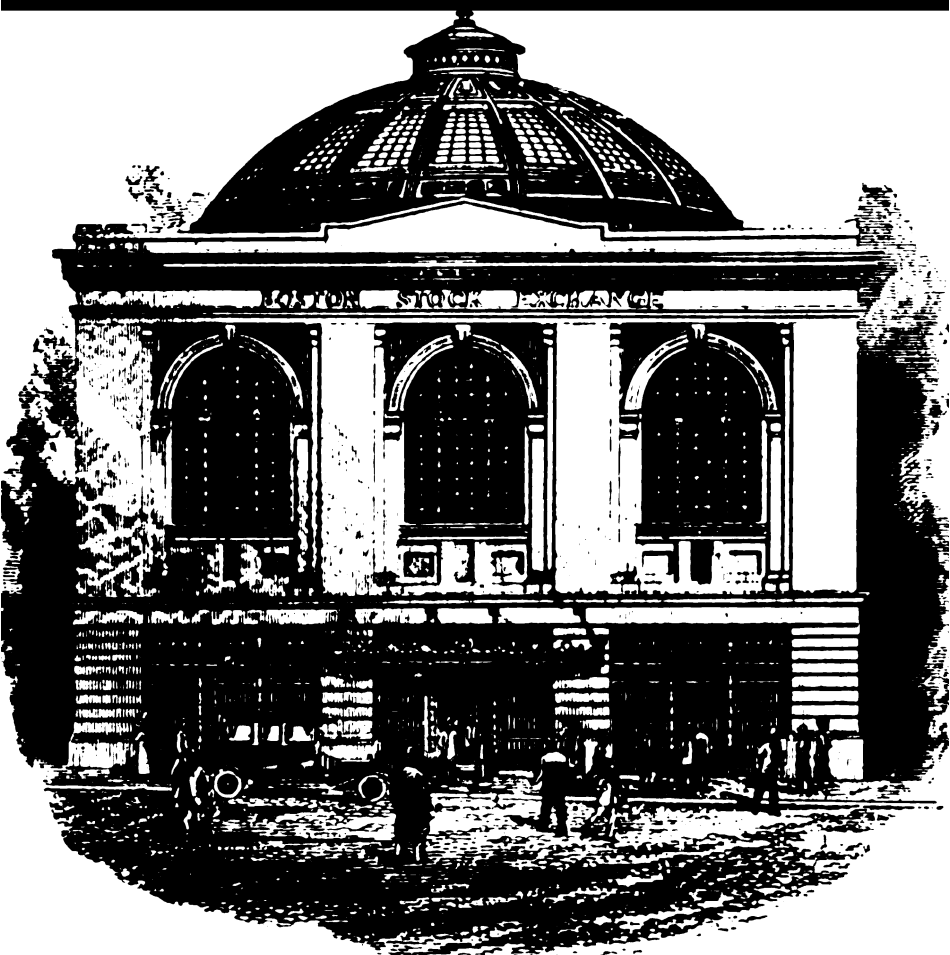
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Handbook of the port of Boston, 1913

Boston Chamber of Commerce, Boston (Mass.)

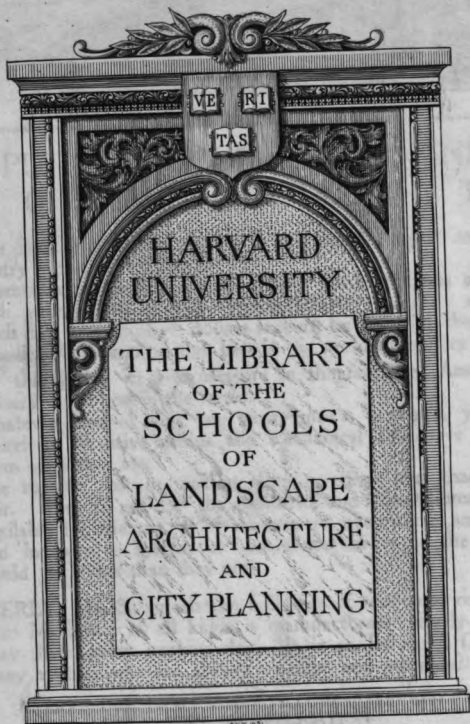
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OF THE

PORT OF BOSTON

1913

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Published under the Auspices of
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Boston Chamber of Commerce

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**The information in this book was collected by the Secretary of the
Chamber's Committee on Foreign Trade
H. L. DILLINGHAM
Assisted by the Secretary of the Retail Trade Board of the Chamber
P. C. CUMMINGS**

Advertising solicited by A. L. DeNOYER

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PREFACE.

The prospect of the completion of the Panama Canal in 1915, the realization of New England business men that we must find new markets for our manufactured goods, the far-reaching plans for the development of our harbor — these and many other factors would seem to indicate a considerable increase in the shipping and receiving of goods through the port of Boston during the next ten years.

The reason for this book is the belief of the Directors and the Committee on Foreign Trade of the Boston Chamber of Commerce that a compilation of useful information concerning shipping facilities, customs regulations, tables of foreign moneys, weights and measures, etc., will prove to be of real assistance to the business men of New England who already ship goods through this port or who are considering the making of such shipments.

This book has been prepared under the direction of the Chamber's Committee on Foreign Trade. Some of the material has been collected for the first time. Some omissions and some errors have undoubtedly been made. If, however, there is the real demand for a publication of this kind — and the preliminary canvass seemed to indicate that there is — a revised edition will be issued for 1914. Any errors which are brought to our attention will be corrected in that edition, and such other information will be added as more mature consideration may seem to warrant.

The Committee is indebted to many persons for their assistance in compiling this information. Particularly do they wish to acknowledge the cooperation of officials of the United States Treasury Department, the Boston Customs officials, the Directors of the Port, the railroad and steamship companies, the various steamship agencies, members of the Committee on Maritime Affairs, and the business men of the city who subscribed for advertising space and thereby made it financially possible to go ahead with the book.

Corrections and suggestions sent to the office of the Secretary will be gratefully received.

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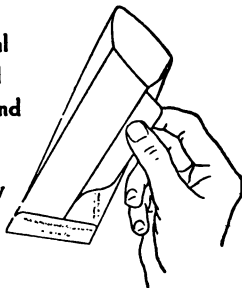
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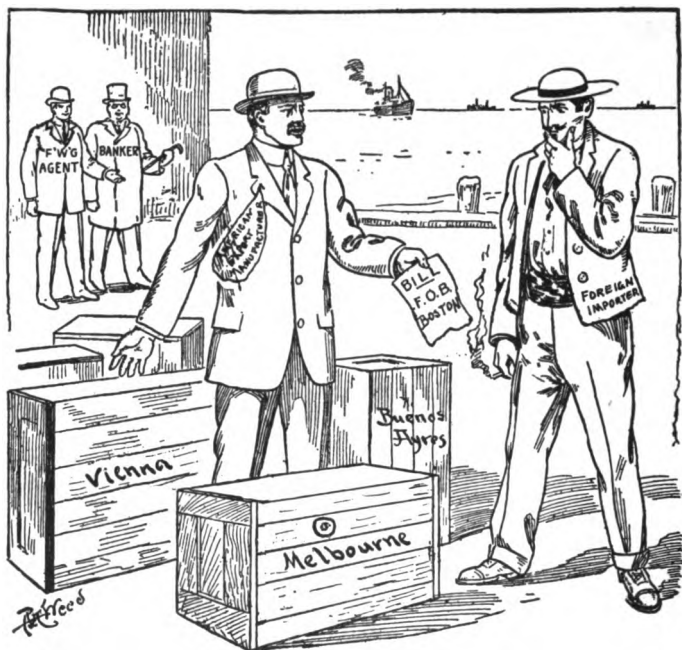
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and Presidents by whom appointed**

| <i>Collector</i> | <i>Term</i> | <i>President</i> |
|----------------------|-------------|------------------------------|
| BENJAMIN LINCOLN | 1789-1809 | Washington, Adams, Jefferson |
| HENRY DEARBORN | 1809-1812 | Madison |
| HENRY A. S. DEARBORN | 1812-1829 | Madison, Monroe, Adams |
| DAVID HENSHAW | 1829-1837 | Jackson |
| GEORGE BANCROFT | 1837-1841 | Van Buren |
| LEVI LINCOLN | 1841-1843 | Harrison |
| ROBERT RANTOUL, JR. | 1843-1844 | Tyler |
| LEMUEL WILLIAMS | 1844-1845 | Tyler |
| MARCUS MORTON | 1845-1849 | Polk |
| PHILIP GREELEY, JR. | 1849-1853 | Taylor, Fillmore |
| CHARLES H. PEASLEE | 1853-1857 | Pierce |
| ARTHUR W. AUSTIN | 1857-1860 | Buchanan |
| JAMES S. WHITNEY | 1860-1861 | Buchanan |
| JOHN B. GOODRICH | 1861-1865 | Lincoln |
| HANNIBAL HAMLIN | 1865-1866 | Johnson |
| DARIUS N. COUCH | 1866-1867 | Johnson |
| JOHN M. FISKE | 1867- | Johnson |
| THOMAS RUSSELL | 1867-1874 | Johnson, Grant |
| WILLIAM A. SIMMONS | 1874-1878 | Grant, Hayes |
| ALANSON W. BEARD | 1878-1882 | Hayes, Garfield |
| ROLAND WORTHINGTON | 1882-1885 | Arthur |
| LEVERETT SALTONSTALL | 1885-1890 | Cleveland |
| ALANSON W. BEARD | 1890-1894 | Harrison |
| WINSLOW WARREN | 1894-1898 | Cleveland |
| GEORGE H. LYMAN | 1898-1910 | McKinley, Roosevelt, Taft |
| EDWIN U. CURTIS | 1910-1913 | Taft |



The above cartoon shows how difficulties of **financing export shipments** can be overcome through the medium of the forwarder and banker. The banking and forwarding house of

Henry Bischoff & Co. { **110 State Street, Boston**
ESTABLISHED 1848 { **287 Broadway, New York**

can enable you to make a price c. i. f. destination, which is what your foreign customer wants. We will also quote you **through freight rates** from factory to destination, looking after all details in connection with making export shipments and discount, or collect your draft on your foreign customer.

The handling of import trade is also specialized. We solicit your inquiries pertaining to all branches. Do not hesitate to call on us it will pay you.

HENRY BISCHOFF & CO. { **110 State Street, BOSTON**
ALFRED H. POST { **287 Broadway, NEW YORK**

**A list of the Naval Officers of Customs at the Port of Boston from
its establishment, with the years in which they served,
and Presidents by whom appointed.**

| <i>Naval Officer</i> | <i>Term</i> | <i>President</i> |
|----------------------|-------------|---------------------------------------|
| JAMES LOVELL | 1789-1814 | Washington, Adams, Jefferson, Madison |
| THOMAS MELVILLE | 1814-1829 | Madison, Monroe |
| JOHN P. BOYD | 1829-1830 | Jackson |
| WILLIAM LITTLE, JR. | 1830-1830 | Jackson |
| LEONARD M. PARKER | 1830-1835 | Jackson |
| ISAAC O. BARNES | 1835-1841 | Jackson, Van Buren |
| ISAAC P. DAVIS | 1841-1844 | Harrison, Tyler |
| GEORGE ROBERTS | 1844-1845 | Tyler |
| WILLIAM PARMENTER | 1845-1849 | Polk |
| CHARLES HUDSON | 1849-1853 | Taylor, Fillmore |
| CHARLES O. GREENE | 1853-1861 | Pierce, Buchanan |
| AMOS TUCK | 1861-1865 | Lincoln |
| DANIEL W. GOOCH | 1865-1866 | Johnson |
| JOHN L. SWIFT | 1866-1867 | Johnson |
| TIMOTHY B. DIX | 1867-1867 | Johnson |
| FRANCIS A. OSBORN | 1867-1869 | Johnson |
| WALTER HARRIMAN | 1869-1877 | Grant |
| DANIEL HALL | 1877-1885 | Hayes, Garfield, Arthur |
| HENRY O. KENT | 1886-1890 | Cleveland |
| FRANK D. CURRIER | 1890-1894 | Harrison |
| CHARLES F. STONE | 1894-1898 | Cleveland |
| JAMES O. LYFORD | 1898- | McKinley, Roosevelt, Taft |

**List of Surveyors of Customs at the Port of Boston from its
establishment, with the years in which they served, and
Presidents by whom appointed.**

| <i>Surveyor</i> | <i>Term</i> | <i>President</i> |
|----------------------|-------------|---------------------|
| THOMAS MELVILLE | 1789-1814 | Washington |
| TRISTRAM DALTON | 1814-1817 | Madison |
| ELBRIDGE GERRY | 1817-1830 | Monroe |
| JOHN McNEIL | 1830-1842 | Jackson |
| | 1845-1850 | Polk |
| JOSEPH GRAFTON | 1842-1845 | Tyler |
| FLETCHER WEBSTER | 1850-1861 | Fillmore |
| CHARLES A. PHELPS | 1861-1865 | Lincoln |
| ADIN B. UNDERWOOD | 1865-1886 | Johnson |
| JEREMIAH W. COVENEY | 1886-1890 | Cleveland |
| WILLIAM E. BLUNT | 1890-1895 | Harrison |
| DANIEL F. BUCKLEY | 1895-1899 | Cleveland |
| JEREMIAH J. MCCARTHY | 1899-1911 | McKinley, Roosevelt |
| EDWARD G. GRAVES | 1911- | Taft |

THE BOSTON CUSTOMS HOUSE AS NOW BUILDING.

From information furnished by Peabody & Stearns, Architects.

In 1907 the sum of \$500,000 was appropriated for the purchase of a site for a Custom House in Boston. Later the design was determined upon and the appropriation was increased to \$1,800,000 for the building including the expense of removal. Temporary quarters were then leased costing about \$97,000 per annum. On July 10, 1912, the appropriation was changed so as to make it possible to spend the whole appropriation, \$1,800,000, for a building on the old site. Contracts were signed by the Treasury Department with Norcross Bros. Co. on May 20, 1910, for building the foundations and on August 9, 1912, with Norcross Bros. Co. for building the entire superstructure.

The architects are Peabody & Stearns, and they have had Purdy & Henderson, of New York, and Mr. J. R. Worcester, of Boston, as advisors regarding engineering questions.

The foundations of the tower have been completed. The construction was difficult, it being necessary to sink concrete piers through soft clay to a depth of one hundred feet below the surface. At this point a firm foundation was found on hard pan and boulders. The lower section of the steel work for the tower is in place and some of the granite in the basement rotunda has been finished.

The sub-contracts for steel and granite and for many other details have been let, and as soon as the steel is delivered (probably in June) the work will proceed with rapidity.

The building as designed preserves the exterior of the old building. This will form a spreading base to the tower which will rise to a height of 505 feet above the pavement and take the place of the dome which once covered the central part of the building.

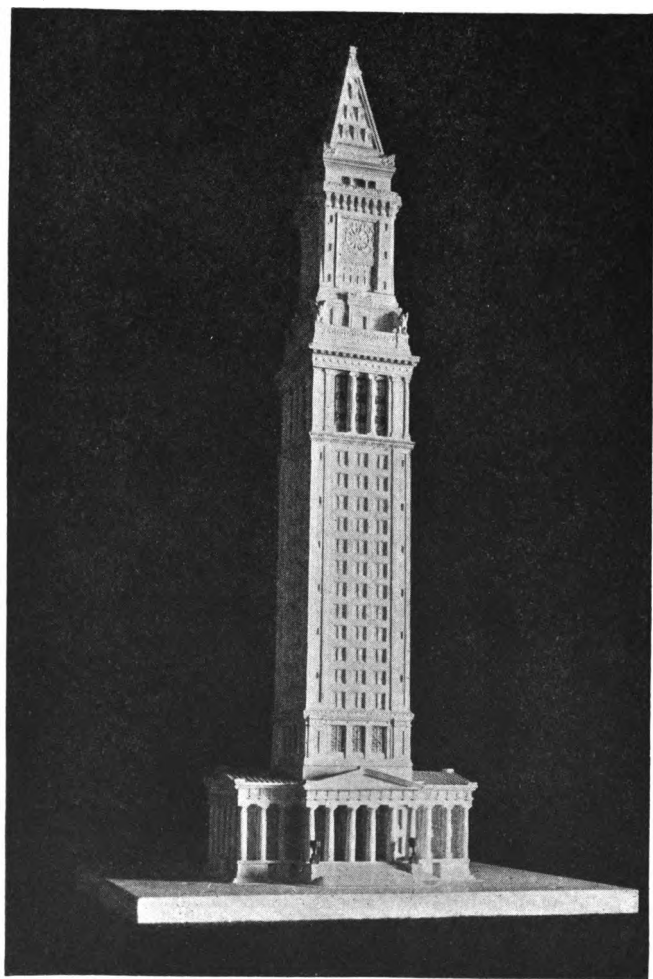
The whole design is simple and in accord with the old Doric base. The upper and more ornamented portion will contain immense clock faces and galleries, from which visitors will command views of the whole establishment.

In the interior the main entrance rotunda will be richly finished in marble, and will make the handsome centre of the life of the building.

The various office stories give an area about equal to those of the several stories of the Fiske Building in State Street, and it is considered that rapid elevator service will make intercommunication between them easier and quicker than would be possible in a low building like the New York Custom House where long distances must be traveled on foot.

The building as designed contains ample accommodations for the various Custom House departments and for storage and filling and other accessory necessities.

Some departments are accommodated amply on a single floor — others occupy two floors, the upper one of the two being substantially a gallery



around the main and lower floor. There is ample accommodation for the growth of departments and for storage.

The space is assigned to the departments as follows:

| | |
|------------------|--|
| Basement: | Service, Upper Part of Boiler Room, Marine Hospital Service. |
| First Story: | Auditor and Collector. |
| Second Story: | Auditor and Collector. |
| Fourth, Fifth: | Marine Division. |
| Sixth, Seventh: | Surveyor's Division. |
| Eighth: | Steamer Clerks' Division. |
| Ninth: | Bond Division. |
| Tenth, Eleventh: | Naval Office. |
| Twelfth | } Inward Foreign Division |
| Thirteenth | |
| Fourteenth | } Warehouse Division |
| Fifteenth | |
| Sixteenth | } Drawback Division |
| Seventeenth | |
| Eighteenth: | Records. |

Above the eighteenth story space is unassigned.

A comparison between the capacity of the new and old buildings shows that the old building by utilizing corridors, rotunda, office and other available space for office purposes was accommodated in space as follows:

| | <i>Square feet</i> |
|------------------------|--------------------|
| Basement | 7542 |
| First story | 4514 |
| Second story | 6962 |
| Third story | 1197 |
| | <hr/> 20,215 |

In the new building there is available space (exclusive of stairways, corridors and rotundas, etc.), as follows:

| | <i>Service</i> | <i>Offices and Storage</i> | <i>Toilets</i> | <i>Total Square feet</i> |
|---|----------------|------------------------------------|----------------|------------------------------|
| Below fourth story | 700 | 9,600 | 1034 | 11,334 |
| Fourth to eighteenth inclusive, typical stories | | 33,864 | 1254 | 35,118 |
| Nineteenth to twenty-seventh | | 9,548 | | 9,548 |
| | <hr/> 700 | <hr/> 53,012 | <hr/> 2288 | <hr/> 56,000 |

A total of 56,000 square feet against 20,215 or about 2 77/100 times as much space as in the old building. If the wells in the gallery stories were floored over there would be a gain in floor space of about 2800 square feet. That would make a total of 57,800 square feet or 2 91/100 times as much floor space actually and properly available as offices, storage and toilets in the new building, as was actually used in the old building by encroaching on corridors and rotundas.

DIRECTORY OF DIVISIONS AND DEPARTMENTS AT THE TEMPORARY CUSTOMS HOUSE.

First Floor: Custodian
Foreign Mail and Passenger Division
Customs Brokers' Room

Second Floor: Surveyors' Department

Third Floor: Marine Division

Fourth Floor: Collector's Office
Special Deputy Collector's Office
Auditing Division

Fifth Floor: Naval Office
Cashier

Sixth Floor: Entry Division
Bond Division

Seventh Floor: Warehouse Division

Eighth Floor: Draw-back and Liquidating Division.

On and after July 1, 1913, the various offices in the temporary quarters will be located as follows:

Third Floor: Surveyor
Weigher
Sixth Division

Fourth Floor: Auditor's Division
Collector
Special Deputy Collector

Fifth Floor: Cashier's Division
Naval Office
Assistant Custodian

Sixth Floor: First Division
Fifth Division

Seventh Floor: Second Division
Records
Triplicate Invoices
Stationery Clerk

Eighth Floor: Third Division
Fourth Division

The Gaugers will be at the Barge Office, Long Wharf.

SPECIAL REGULATION FOR PAYMENT OF DUTIES.

An Act of Congress, approved March 2, 1911, provides that it shall be lawful for Collectors of Customs to receive on and after June 1, 1911, for duties on imports certified checks drawn on national and State banks and trust companies during such time and under such regulations as the Secretary of the Treasury may prescribe.

In accordance with the provisions of this Act and the regulations, certified checks will be accepted only when drawn in favor of the Collector of Customs, and which are collectible through the Boston clearing house by the United States Assistant Treasurer, Boston.

LIMITS OF THE PORT OF BOSTON.

The limits or bounds of the *Port* of Boston are restricted to the limits or bounds of the city of Boston.

The *district* of Boston and Charlestown comprises all the waters and shore within the counties of Middlesex, Suffolk and Norfolk, in which Boston is the port of entry, and Medford, Cohasset, Hingham, Weymouth, Cambridge, Roxbury and Dorchester, ports of delivery. The town of Chelsea is a part of the port of entry and collection district of Boston and Charlestown.

On July 31, 1913, under the Act approved August 24, 1912, the reorganization of the Customs Service takes effect, whereby in lieu of the Customs collection districts heretofore existing, there shall be created the district of Massachusetts, to include all of the State of Massachusetts, with district headquarters at Boston, in which Boston, Gloucester, Salem (including Beverly, Marblehead and Lynn), Provincetown, Plymouth, Barnstable, Vineyard Haven, Fall River, New Bedford, Worcester, Springfield and Holyoke, shall be ports of entry.

ORGANIZATION AND ASSIGNMENT OF DUTIES AT THE BOSTON CUSTOMS HOUSE.

FIRST DIVISION. Entry Division.

The entry of merchandise for consumption and warehouse and the preliminary estimate of duties to be paid on imported merchandise; the designation of packages for examination and appraisal; the delivery of packages sent by the Collector for examination to the Appraiser; the custody of all Collectors's records and the filing of entries connected therewith; comparison of vessels manifests with inspector's returns and entries.

HUGH HAMILL,
Chief Clerk and Acting Deputy Collector.

ELI PERRY,
Deputy Collector.

SECOND DIVISION. Warehouse Division.

The custody, accounting, and clearance of imported merchandise entered for warehousing; entry and accounting of imported merchandise in bond to and from other ports in the United States and in bond for exportation. The bonding and supervision of storage warehouses. The bonding of common carriers, teamsters and lightermen.

C. F. GILMAN,
Chief Clerk and Acting Deputy Collector.
R. O. LITTLEFIELD,
Superintendent of Warehouse.

WILLIAM A. SNOW,
Deputy Collector.

THIRD DIVISION. Marine Division.

All matters pertaining to the entrance and clearance of vessels; their registry, enrollment and license; the enforcement of the Steamboat and Navigation Law, statistics, records, etc.

WALTER H. COLLINS,
Chief Clerk and Acting Deputy Collector.

WILLIAM F. JONES,
Deputy Collector.

FOURTH DIVISION. Drawback and Liquidating Division.

The final computation and adjustment of duties upon entered merchandise; all matters connected with the debentures and drawbacks upon exported foreign goods and materials; supervision of exports under Internal Revenue Acts.

S. K. GOLDSMITH,
Chief Clerk and Acting Deputy Collector.

ROBIE G. FRYE,
Deputy Collector.

FIFTH DIVISION. Bond Division.

All bonds required to be signed in the transactions of the other divisions. The custody of bonds; powers of Attorney; general waivers in reappraisement proceedings.

L. C. HANCOCK,
Chief Clerk and Acting Deputy Collector.

SAMUEL J. DEVLIN,
Deputy Collector.

SIXTH DIVISION. Mail and Passengers' Baggage Division.

The enforcement of the law and regulations governing the collection of duties on passengers' baggage, the receiving of declarations of passengers from the pursers of incoming vessels at quarantine, reviewing the same, and checking the passenger lists, the decision of questions as to classification of dutiable articles imported in passengers' baggage and the rate and amount of duties, or their exemption as free of duty, and any questions that may arise on the docks in reference thereto.

The registration of personal effects, including sealskin garments taken by residents out of the United States.

Recording of fines, penalties and forfeitures incurred under the Customs revenue laws, and reporting of the same to the United States Attorney for prosecution.

The assessment of duty upon articles imported by parcel post or mail, and the imposition of fines upon illegal importations in the mails. See page 167 under Boston Post Office.

FRED B. PERRY,
Chief Clerk and Acting Deputy Collector.

WALLACE L. DARLING,
Deputy Collector.

AUDITING DEPARTMENT.

131 Tremont Street, Customs House
Telephone, Oxford 3900

The auditing of all vouchers upon which payments are to be made; the final accounting to the Treasury Department for all collections and disbursements at this port; the preparation of pay rolls and the making of payments upon duly audited vouchers on account of drawbacks, refunds, pay rolls and expenses.

NELSON TAYLOR,
Chief Clerk.

STEPHEN D. SALMON,
Auditor and Disbursing Clerk.

CASHIER'S DEPARTMENT.

131 Tremont Street, Customs House.
Telephone, **Oxford 3900.**

All official moneys payable to the Collector must be received by the Cashier, and by him deposited with the United States Assistant Treasurer (see special regulations pp. 101-105 for payment of duties).

W. H. LOCKE, *Cashier.*

GEORGE W. PETTES, *Assistant Cashier.*

NAVAL OFFICE.

131 Tremont Street, Customs House.
Telephone, **Oxford 3900**

The Naval Office acts concurrently with the Collector's Office in the estimation of duties, and the liquidation of entries, and is required to countersign all permits, clearances, debentures and other documents rendered by Collectors.

EDWARD L. KIMBALL,
Special Deputy Naval Officer.

JAMES O. LYFORD,
Naval Officer.

SURVEYOR'S DEPARTMENT.

131 Tremont Street, Customs House.
Telephone, **Oxford 3900**; connecting all divisions.

The Surveyor is the outdoor executive officer of the port and supervises the force of inspectors, weighers, measurers, gaugers and laborers. All the vessels arriving from foreign ports are under the charge of this department, as is also the release of their cargoes and the loading of merchandise exported, transported in bond, or exported for the benefit of drawback. This office receives from district officers reports of all discovered violations of the revenue and navigation laws and regulations; directs the assignment of inspectors and weighers to the different steamship lines, railroads, etc.; is in direct charge of the inspectors who examine baggage; and also issues passes to admit within the customs enclosure to meet passengers.

During the summer season, officers are detailed from this department to count passengers on excursion steamers, so as to prevent any violation as to the number allowed to be carried. This department is directly responsible for the proper berthing of immigrants on the ocean steamers, and also supervises the sanitary arrangements and quality of food to be served.

EDWARD G. GRAVES
Surveyor

J. HOMER EDGERLY
Special Deputy Surveyor

MOSES B. MANN
Deputy Surveyor.

JOHN W. MCGRATH
Chief Clerk and Acting Deputy Surveyor

ORGANIZATION AND ASSIGNMENT OF DUTIES. INSPECTORS' FORCE.

Telephone, **Oxford 3900**; for all districts.

The Inspectors' force is divided into five districts, viz.:

District No. 1:

Embracing all wharves in East Boston. Inspector R. E. Newsome, in charge.

District No. 2:

Embracing all wharves in South Boston, Neponset, Quincy, Hingham, Weymouth, and South End. Inspector W. J. Sleep, in charge.

District No. 3:

Embracing all docks on Atlantic Avenue and Boarding Officers located at Barge Office. Inspector C. H. Cook, in charge.

District No. 4:

Embracing all piers at the Hoosac Tunnel Docks, Charlestown. Inspector W. H. Tighe, in charge.

District No. 5:

Embracing all piers at Mystic Docks, Charlestown. Inspector F. A. Morrill, in charge.

All Customs Inspectors on these districts, including discharging and district Inspectors, are under the supervision of the five Inspectors-in-charge of the respective districts.

John W. McGrath:

Acting Deputy Surveyor and Chief Clerk — in charge of Surveyor's Office force, signing official customs papers, etc.; also in charge of issuance of dock passes to meet incoming passengers of the transatlantic lines.

UNITED STATES CUSTOMS GUARD.

Telephone, **Oxford 3900**

The United States Customs Guard is under the supervision of the Surveyor of the Port. It is the duty of the guards to be present at the different piers to prevent the delivery of any articles or merchandise not properly entered through the customs.

Assigned for duty on Wharves:
CHARLES R. TUCKETT, *Captain*

Lieutenants:

EDWARD F. DOWD

WALTER E. MORIARTY

Roundsmen in Charge:

Platoon No. 1 — D. J. LEAHY

Platoon No. 2 — JOHN J. SULLIVAN

Platoon No. 3 — FRANK BRANDEWEIDE

ADMEASUREMENT OF VESSELS.

131 Tremont Street, Customs House.
Telephone, Oxford 3900.

JOSEPH B. SHARKEY, *Admeasurer*
HERBERT W. TROWBRIDGE, *Assistant Admeasurer*

The measurement of foreign vessels, for the ascertainment of amount of tonnage tax to be assessed.

Inspection of transatlantic steamers, upon arrival, to see that the passenger act is not violated; especial attention being given as to provision for proper berthing, separation of males and females, sanitary arrangements, and quality and amount of food served to immigrants.

Measurement of American-built vessels, yachts, etc., for purpose of computing tonnage, prior to issuing register, enrollment, license, etc.

WEIGHING DIVISION.

W. C. EARLE, *Weigher*
Telephone, Oxford 3900

In charge of all matters pertaining to the weighing or measuring of imported and exported merchandise.

Location of Weighing Districts:

Connected by phone through Oxford 3900.

District No. 1. East Boston, Asa L. Phelps, in charge.

District No. 2. South Boston, D. E. Tyler, in charge.

District No. 3. Charlestown (including Hoosac and Mystic Docks), T. H. Welch, in charge.

TARES.

INVOICE TARES.

If the invoice specifies tare, and the importer wishes to have it considered in the liquidation of his entry, it should be specified and claimed in his entry and upon his permit.

Such an invoice tare will be noted by the weigher in copying the permit in his dock book, and he will judge upon it as to its justness, etc.

If the tare is considered excessive, then if practicable, schedule, or actual tare, shall prevail.

Whenever actual tare is considered impracticable upon the dock an application should be made by the weigher for permission to take actual tare at the importer's warehouse or place of business.

SCHEDULE OF TARES. (*Customs Reg., 1908; Art. 1498.*)

- Almonds, in bales, $2\frac{1}{2}$ per cent; in bags, 2 per cent; in frails, 8 per cent.
Alum, in casks, 10 per cent; in sacks, coarse or ground, 2 pounds per sack.
Barytes, 3 per cent.
Beans, Castor, weight of pod.
Cheese, in casks or tubs, 10 per cent.
Chicory, in bags, 2 per cent.
China clay in so-called half-ton casks, 72 pounds per cask.
Copperas, in casks, 10 per cent.
Figs, in skeleton cases, actual tare of skeleton cases, to which add 13 per cent of weight of inside wooden boxes and figs.
Gunny Cloths, actual weight of ropes and covering allowed as tare.
Hay, weight of sticks and wire may be allowed for, and average tare may be calculated.
Hemp: Hamburg, Leghorn, Trieste, 5 pounds to each bale.
Hemp: Russia, weight of tow bands.
Iron Rods: Bands of iron wire surrounding coiled iron rods may be allowed as tare when they consist of bands ordinarily used for such purposes, and are of little or no commercial value.
Lemons: Allow 10 ounces per box for paper wrappings; actual tare of outside cases.
Nails, in bags, 2 per cent; in casks, 8 per cent.
Nitrate of soda, 2 per cent.
Ochre, dry in casks, 8 per cent; in oil in casks, 12 per cent.
Oranges: Allow 10 ounces per box for paper wrappings; actual tare of outside cases.
Ore, in sacks, 2 pounds for each sack.
Peruvian Bark, in ceroons, 10 per cent.
Paris White, in casks, 10 per cent.
Raisins, 27 per cent, actual net weight to be ascertained by emptying and weighing the contents of a sufficient number of boxes of each chop mark to get a just average.
Rice, in bags, 2 per cent.
Salt, fine, in sacks, 3 pounds for each sack; coarse or ground alum salt in sacks, 2 pounds per sack.
Spanish Brown, in casks, dry, 10 per cent; in casks, in oil, 12 per cent.
Sugar, in tierces and hogsheads, actual tare; in barrels, 10 per cent; in boxes, 14 per cent; in bags, $1\frac{1}{2}$ per cent; melado, 9 per cent; sugar in bags from Cuba, $2\frac{1}{2}$ pounds per bag; actual tare on irregular packages.
Tin, in boxes, actual net weight to be ascertained by emptying and weighing the contents of a sufficient number of boxes of each chop mark or brand to get an average.
Tobacco: Leaf, in bales not stemmed, 13 pounds each bale; Sumatra, $4\frac{1}{2}$ pounds on inside matting and cord; weight of second covering to be ascertained.*

*When the importer claims invoice tare on cases of Sumatra Tobacco he must file with the permit a detailed statement of the tare of each case. The U. S. weigher will compare his actual tare of cases with such detailed statement, and if they substantially agree he may report the invoiced tares as fair, and show in his dock book and upon his return, a detailed statement of the actual tares taken by him. This applies to bales enclosed in wooden cases only.

Whiting in casks, 10 per cent.

Zinc, sheet, weight of silos.

Art. 1495. When a test is made for actual tare of any portion of an invoice, such test must be of representative packages of the whole importation.

Claims for errors in allowance of tare must be brought to the Collector's attention within ten days after the date of their discovery by the importer.

GAUGING DIVISION.

Telephone, Oxford 3900.

In charge of all matters pertaining to the gauging of imported and exported merchandise.

H. A. WRIGHT, *Gauger*

LIQUIDATION AND DRAWBACKS.

Liquidation is the final adjustment of duties on entries of imported merchandise. Importers are notified by mail by the Customs authorities of all liquidations whether there are changes in the liquidations or not.

Importers dissatisfied with the assessment of duties may, within *fifteen days* after date of liquidation, file protest appealing to the Board of U. S. General Appraisers, whose decision of the matter will be final unless within *sixty days* after such decision appeal shall be made to the Court of Customs Appeals.

Protests should be filed in the office of the Auditor.

Drawback is repayment of duty or tax. *Drawback* is payable:

(1) Where imported materials on which duties have been paid are used in the manufacture of articles manufactured or produced in the United States there shall be allowed on the exportation of such articles a drawback equal in amount to the duties paid on the materials used, less one per centum of such duties. Before exportation application should be made to the Treasury Department for establishment of rate of drawback.

(2) Merchandise upon which duties have been paid if exported in the original package directly from the continuous custody of the Government, and if the duties amount to fifty dollars at least shall be entitled to drawback of duties less one per centum.

(3) On the exportation of medicinal or toilet preparations, including perfumery, manufactured or produced in the United States in part from domestic alcohol on which internal revenue tax has been paid, there shall be allowed a drawback equal to such tax.

(4) Drawback will be paid if duties on materials used in the construction and equipment of vessels built for foreign account and ownership, or for the government of any foreign country.

UNITED STATES APPRAISERS' WAREHOUSE.

177, 183, 199 State Street.

Telephone, Oxford 3900.

WINTHROP T. HODGES

Chief Appraiser at the Port of Boston

Appraisers' Department (2d floor)

FIRST DIVISION.

177 State Street, Second Floor.

O. C. BLANEY, *Assistant Appraiser.*

The following articles are appraised in this division:

| | | |
|---------------------------------|------------------------------|--|
| Automobiles and parts thereof | Engines | Optical Goods |
| Beads | Felts | Parasols |
| Bicycles | Fireworks | Parcel Post Packages |
| Bone, manufactures of | Flannels | Pearl and Imitations of |
| Brushes | Furs | Photographic Apparatus, Plates and Films |
| Buckles | Gloves | Pins |
| Burlaps | Goat and Sheep Skins | Precious Stones |
| Buttons | Hair, Cattle, Goat and Horse | Road Rollers |
| Button Stock | Hosiery | Rubber Tires |
| Carpets | Ivory | Rugs |
| Carriages | Jewelry | Scientific Apparatus |
| Celluloid | Knit Goods | Sewing Machines |
| Clocks | Lantern Slides | Shells |
| Clothing and Hats | Linoleums | Ship Lanterns |
| Coins | Machinery and parts thereof | Silk Waste |
| Combs | Mail Packages | Silver and Gold Ware |
| Cotton Belting | Matches | Skates |
| Cotton Cloth | Medallions | Specimens Nat. History |
| Cotton and Linen and Silk Goods | Medals | Straw Mattings |
| Cotton and Woolen Goods | Meters | Surgical Instruments |
| Cutlery | Microscopes | Tapestries |
| Dress Trimmings | Mills and Zincs | Thread and Twine |
| Elastic Goods | Mohair Cloths | Tools |
| Electric Carbons | Motors | Umbrellas |
| Enamel | Nautical Instruments | Vehicles |
| | Needles | Watches |
| | | Wool |

SECOND DIVISION.

Telephone, Oxford 3900.

177 State Street, Second Floor.

S. W. GEORGE, *Assistant Appraiser.*

The following articles are appraised in this division:

| | | |
|---|-------------------------|--|
| Alabaster | Firearms | Photographs |
| Ales | Fish Hooks | Pipes |
| Antique Furniture | Fishing Rods and Tackle | Plaster Casts |
| Artists' Supplies | Flint Stones | Playing Cards |
| Asbestos | Forgings | Postage Stamps |
| Baseball Goods | Fruit | Postal Cards |
| Bed Feathers | Granite Waste | Printed Music |
| Biscuits | Groceries | Pumice Stone |
| Blow Lamps | Guns | Roots |
| Books and Printed Matter | Harnesses | Running Spikes |
| Boots | Hones and Whetstones | Sauces |
| Brasses | Iron Bars and Plates | Seeds |
| Bristles | Iron Ware | Skins |
| Bronzes | Japanese Armor | Smokers' Articles |
| Bulbs | Joss Sticks | Sporting Goods |
| Candles | Key Rings | Stationery and Station- ers' Supplies |
| Canes | Leather | Steel Bars |
| Capsules | Lithographs | Stone Lanterns |
| Castings | Liquors | Stoves |
| Chains | Marble | Sugar |
| Chinese and Japanese and Italian Groceries and provisions | Meats | Sweetmeats |
| Chocolate and Cocoa (except Cocoa Beans) | Meerschaum | Syrups |
| Cigarette Paper | Metallic Fencing Goods | Tin |
| Cigars | Metallic Kitchen Goods | Tubing of all kinds |
| Confectionery | Mica | Type |
| Corks | Mineral Waters | Vegetables |
| Curios | Mirrors in Frames | Wall Paper |
| Electros | Molasses | Whips |
| Enamel Ware | Musical Instruments | Wines |
| Engraving | Notions | Wire Cloth and Rope |
| | Nuts | Wire Rat Traps |
| | Paintings | |
| | Paper | |
| | Periodicals | |

THIRD DIVISION.

199 State Street, Second Floor.

Telephone, Oxford 3900.

R. A. FLANDERS, *Assistant Appraiser.*

Wharf examination of passengers' baggage on incoming steamers, examination of passengers' baggage sent to Appraisers' Warehouse. The following articles are appraised in this department:

| | | |
|-------------------------|------------------|-------------------------|
| Bagging | Cork | Grasses |
| Bamboo Reeds | Corn | Grindstones |
| Bark | Currants | Gutta Percha |
| Barrels | Dice | Hemp (not Hackled) |
| Beans | Dolls | Herrings |
| Bleaching Powder | Dominoes | Hides |
| Boxes | Earthen Ware | Hops |
| Brick | Ebony | Horns |
| Brimstone | Eelgrass | Household Effects |
| Broom Corn | Fancy Paper | Indigo |
| Building Stones | Fans | Indoor Games |
| Butter | Fertilizer | Lumber |
| Calf Skins | Fiber | Marbles |
| Casks | Fish | Masks |
| Caustic Potash and Soda | Flax | Passengers' Effects and |
| Cement | Freestone | Baggage |
| Chains | Fur Skins (raw) | Pencil and Shell Boxes |
| Checkers | Gas Retorts | Steel Billets |
| China Clay | Glass | Stoneware |
| Chinaware | Glue Stock | Tiles |
| Coal | Goat Skins (raw) | Toys |
| Cocoanuts | Granite | |
| Copper | Grapes | |

FOURTH DIVISION.

177 State Street, Seventh Floor.

Telephone, Oxford 3900.

DR. W. H. PARKER, *Assistant Appraiser and Special Examiner of Drugs.*

All Laboratory Work, Chemical Analyses and Tests, and Polariscopic examinations. The following articles are appraised in this department:

| | | |
|----------------|----------|----------------------|
| Acids | Arsenic | Bronze Powder |
| Albumen | Asphalt | Camphor and Substi- |
| Alum | Barytes | tutes |
| Aluminum Salts | Blacking | Cement (except Port- |
| Amber | Bladders | land) |
| Aniline Salt | Borax | Chalk |

FOURTH DIVISION—Continued.

| | | |
|--------------------------------|-------------------|--------------------------|
| Chemicals and Products | Medicines | Sugar |
| Clay (Moulding) | Naphthalin | Sumac and Extracts |
| Coal and Tar Products | Naphthol | Talc |
| Coffee Extract and substitutes | Oils | Tapioca |
| Colors and Pigments | Paints | Tar |
| Dextrine | Paraffin | Tea |
| Drugs | Perfumery | Turpentine |
| Dyewood and Extracts | Phosphates | Wafers |
| Epsom Salts | Pitch | Washing Crystals and Wax |
| Extracts of Greases | Polishing Powders | Waxes |
| Fertilizers | Potash | White Shellac |
| Fruit Juices | Saltpetre | Wood Pulps |
| Harness Dressing | Sand | Varnishes |
| Lead | Satin | Vinegar |
| Lime Juice | Soap Stock | |
| Meat Extracts | Sponges | |
| | Starches | |

**Expressman who has Government Contract for Carting Goods
under General Order to Bonded Warehouse and also for Carting
Examination Goods to Appraisers' Stores.**

MICHAEL BARR 150 Milk Street, Boston
Telephone, **Main 2422**

REGULATIONS CONCERNING GENERAL ORDER GOODS.

Merchandise will be delivered from the docks by the Inspector as fast as permits therefor are presented. The goods are not permitted to remain on the docks, unless entry has been made therefor, any longer than 48 hours from the entry of the vessel. Any request that is made by owners of vessels of the Collector of Customs for extension of the 48-hour period, must state that the applicant assumes the risk of the goods allowed to remain on the docks. A bond of indemnity may be required by the Collector. At the expiration of 48 hours from the entry of the vessel, no permit for the delivery having been received by the Inspector, the Collector shall send the merchandise to the General Order Store and have the same weighed or gauged, if required.

GENERAL ORDER DISTRICTS AT THE PORT OF BOSTON.

Vessels arriving and discharging cargoes will send (at least forty-eight hours after entering, due allowance to be made for holidays and half-holidays) unclaimed goods under general order, as follows:

Mystic District. Vessels docked at Mystic Wharf will send goods to Manufacturers' Storage Warehouse Company from January 1 to June 30; to Mystic Warehouse from July 1 to December 31.

Hoosac Tunnel District. Goods to be sent to the Hoosac Tunnel Dock and Elevator Company.

East Boston District. (Exclusive of National Dock.) Send goods to East Boston Warehouse Company.

National Dock. Send goods to National Dock and Storage Warehouse Company.

Atlantic Avenue and South Boston District. All goods sent to Constitution Wharf Stores.

EXCEPTIONS.

Vegetable fibres, raw cotton, tailors' clippings and waste discharged at the Mystic District will be sent to Constitution Wharf.

Vegetable fibres, raw cotton, tailors' clippings and waste discharged at the Hoosac Tunnel District will be sent to Constitution Wharf.

Vegetable fibres, raw cotton, tailors' clippings and waste discharged at the East Boston District will be sent to the National Dock and Storage Warehouse Company.

Liquor discharged at the Mystic District and the Hoosac Tunnel District will be sent to the Hoosac Tunnel Dock and Elevator Company.

Liquor discharged at the East Boston District will be sent to the National Dock.

RATES OF CARTAGE, PORT OF BOSTON.

On General Order Merchandise, Arranged by Joint Committee, Represent-
ing the Boston Chamber of Commerce, the Bonded Warehousemen of
Boston, the Master Teamsters' Association and the Railroads.

JOINT COMMITTEE.

Representing the Boston Chamber of Commerce.

ELWYN G. PRESTON

PAUL E. FITZPATRICK

WALTER O. HASTINGS

Representing the Railroads

A. S. CRANE

Representing the Master Teamsters

GEORGE F. STEBBINS

Representing the Warehousemen

GEORGE S. LOVEJOY

J. A. MCKIBBEN, *Secretary*

A

| | <i>Cents</i> |
|---|--------------|
| ACIDS OF ALL KINDS, in carboys, per carboy | 20 |
| In cases, per case | 15 |
| In kegs, per keg | 5 |
| In casks, barrels, crystals, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| For manufacturing purposes, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| All others not specified, per gal. | ½ |
| ACONITE. See Herbs and Leaves. | |
| Root. See Roots. | |
| ALBUMEN, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In barrels, 300 lbs. or less, per barrel | 12 |
| For every 25 lbs. in excess of 300 lbs. | add. 1 |
| (Liquids) in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

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|---|--------|
| ALE, BEER OR PORTER, in hogsheads, per gallon | ½ |
| Bottled, in barrels, 12 doz., per barrel | 12 |
| Bottled, in casks, in proportion. | |
| ALE BEER OR GINGER, in barrels of 12 doz., per barrel | 12 |
| ALE, GINGER, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ALIZARINE, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ALOES, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ALUM, refined, in cases, barrels and casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ALUMINUM, in casks and cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| AMMONIA, AQUA, in carboys, per carboy | 20 |
| AMMONIA, CONCENTRATED, in drums, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| AMMONIA, NITRATES, CARBONATES, ETC., in barrels, cases and bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANCHORS, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANGELICA, Root. See Roots. | |
| ANILINES. See Colors and Paints. | |
| ANIMALS. See Live Stock. | |
| ANNATTO, in baskets, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In bales or bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANISE SEED, in bales and cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANTIMONY, in barrels, casks and cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANTIMONY, SALTS, in barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANVILS, loose, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ARGOLS, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ARNICA FLOWER. See Flowers. | |
| ARROW ROOT. See Roots. | |
| ARSENIC, in barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In kegs, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ARTIFICIAL FLOWERS, in cases, per case | 40 |
| ARTIFICIAL PLANTS, in cases, per cubic foot | 1 |

Cents

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| ASAFOTIDA, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| ASBESTOS, CRUDE, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| ASBESTOS, MANUFACTURED, in cases, per cu. ft..... | 1 |
| Manufactured, in rolls, each..... | 3 |
| ASH, SODA, ETC., per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| ASH, CRYSTAL, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| ASH, PEARL, in casks and cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| ASPHALTUM, in casks, barrels and bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| AUTOMOBILES, each..... | 8 00 |
| AUTOMOBILE, PARTS, per cubic foot..... | 1½ |

B

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|---|--------|
| BAGS, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BAKING POWDER, in boxes, 15/21 lbs., per box..... | 1½ |
| BACON, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BALSAM, PERUVIAN, in cases, per case..... | 4 |
| In drums, 40 lbs., per drum..... | 3 |
| BALSAM, FIR, in barrels, per gallon..... | ½ |
| BALSAM, TOLU, in cases, 100 lbs. or less, per case..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BALSAM, COPAIBA, in cases, 40 lbs., per case..... | 3 |
| BAMBOO, JAPANESE STICKS, in bundles, per 100 lbs. or less..... | 5 |
| For every 20 lbs. in excess of 100 lbs..... | add. 1 |
| BAMBOO, JAPANESE FISH POLES, in bundles, per bundle..... | 8 |
| BAMBOO, CALCUTTA POLES, in bundles, per bundle..... | 15 |
| BARK, PERUVIAN, CASCARILLS, CALISAYS, QUINTA, CINCHONA, CASSIA, CINNAMON, SUMAS, ETC., in bags, bales, mats, cases, ceroon, etc., per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BARLEY, in bags, 100 lbs. or less, per bag..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BARRELS, PETROLEUM, empty, each..... | 5 |
| BARRELS, KEGS, empty, each..... | 3 |
| BARYTES, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BASKETS, WILLOW, per case..... | 40 |
| Per crate, 120 cu. ft. or less..... | 40 |
| For every 12 cu. ft. in excess of 120 cu. ft..... | add. 4 |
| BASKETS, WILLOW, NESTS, 10 cu. ft. or less..... | 10 |
| For every 1 cu. ft. in excess of 10 cu. ft..... | add. 1 |

| | <i>Cents</i> |
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| BAY RUM, in barrels, casks or similar packages, per gallon..... | ½ |
| In cases of 1 doz., per case..... | 4 |
| BEADS (TRIESTE), in cases, per case..... | 20 |
| BEANS, in bags, sacks, or barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BEANS, CASTOR, in bags or sacks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BEANS, TONCA, in barrels or casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In cases, per case..... | 10 |
| BEANS, MANILA, in cases, per case..... | 20 |
| BEANS, ST. JOHN'S B, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BEANS, VANILLA, in cases, per case; in value. See Rule 5. | |
| BELTING, LEATHER, RUBBER AND COTTON, in coils, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BERRIES, JUNIPER, LAUREL, YELLOW, PERSIAN, ETC., in bags or bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BICYCLES, per crate of three..... | 25 |
| Single, in crate..... | 10 |
| BISMUTH, OXIDE, in bags, 90 lbs. or less, per bag..... | 4 |
| For every 23 lbs. in excess of 90 lbs..... | add. 1 |
| BITTERS. See liquors. | |
| BLACK, BONE, COPPER, IVORY, VEG, IVORY, SALT, ETC., in various pack- ages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BLACK LAMP, in barrels, per barrel..... | 8 |
| In casks, per cask..... | 15 |
| BLACK PLATES, in bundles, packages, boxes, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BLACK LEAD. See Colors and Paints. | |
| BLEACHING POWDER, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BLOOD dried in bags, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BOATS, MOTOR, per cu. ft..... | 2 |
| BOLOGNA SAUSAGE. See Sausage. | |
| BOLT ROPE, in coils, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BONE, CRUDE AND DUST, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BONE, MANUFACTURE OF, per case..... | 20 |
| BONNETS, in cases, per case..... | 25 |
| BOOKS AND PERIODICALS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| BOOTS AND SHOES, in cases, per case..... | 16 |

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|---|--------|
| BORAX, in casks, cases, barrels, bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BOTTLES, in hampers, 8 cu. ft. or less, per hamper | 5 |
| For every 2 cu. ft. in excess of 8 cu. ft. | add. 1 |
| In crates, 15 cu. ft. or less, per crate | 10 |
| For every 3 cu. ft. in excess of 15 cu. ft. | add. 2 |
| BOTTLES, SYPHONS, empty, in casks, per cask | 40 |
| BRANDY. See Liquors. | |
| BRAZIL NUTS. See Nuts. | |
| BRIER ROOT. See Roots. | |
| BRICKS, FIRE, loose, per 100 or less | 50 |
| For every 10 lbs. in excess of 100 lbs. | add. 5 |
| BRICKS, BATH, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BRIMSTONE, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BRISTLES, in casks, 600 lbs. or less, per cask | 25 |
| For every 120 lbs. in excess of 600 lbs. | add. 5 |
| In cases, 175 lbs. or less, per case | 12 |
| For every 30 lbs. in excess of 175 lbs. | add. 2 |
| In chests, 120 lbs. or less, per chest | 8 |
| For every 15 lbs. in excess of 120 lbs. | add. 1 |
| BROOM CORN, in bales, per bale | 6 |
| BROOM ROOT. See Roots. | |
| BRUSHES, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BRUSHES, SCRUBBING, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BUCHU LEAVES. See Herbs and Leaves. | |
| BULBS, per 100 lbs. or less | 8 |
| For every 25 lbs. in excess of 100 lbs. | add. 2 |
| BURGUNDY PITCH STANDS, 110 lbs. or less, per stand | 5 |
| For every 22 lbs. in excess of 110 lbs. | add. 1 |
| BURLAPS, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BURR STONES, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BUTTER OF COCOA, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BUTTER IN TINS OR CASES, per 100 lbs. or less | 5 |
| For every 20 lbs. in excess of 100 lbs. | add. 1 |
| BUTTON LAC. See Lac. | |

C

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|---|--------|
| CAKE, ALUM, ALUMINOUS SALT, OR NITRE, OILCAKE, ETC., per 100 lbs. | |
| or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

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| CALF SKINS. See Skins. | |
| CALOMEL, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CAMOMILE FLOWERS. See Flowers. | |
| CAMPHOR. See Gum. | |
| CAMWOOD. See Wood. | |
| CANARY SEED. See Seed. | |
| CANDLES, in boxes (ordinary), per box | 4 |
| CANES, WALKING, in cases, per case | 25 |
| In bales, per bale | 10 |
| CANNED GOODS, not otherwise mentioned, in cases of 1 doz. qts. or 2 doz. pts. | 4 |
| CANNED GOODS, in cases of 2 doz. qts. or 4 doz. pts. | 8 |
| In cases of 3 doz. qts. or 6 doz. pts. | 10 |
| Larger cases in proportion. | |
| CANNON, OLD. See Metal. | |
| CANTHARIDES, in cases, or casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CANTHARIDES, CHINA, in cases, 66 lbs. per case or less | 4 |
| For every 16 lbs. in excess of 66 lbs. | add. 1 |
| CANVAS, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CANDELABRA, in case, per cu. ft. | 1 |
| CAPS, cases, per cu. ft. | 1 |
| CAPERS, in boxes, 50 lbs. or less, per box | 3 |
| For every 15 lbs. in excess of 50 lbs. | add. 1 |
| In kegs, 50 kilos or less, per keg | 5 |
| For every 10 kilos in excess of 50 kilos | add. 1 |
| CARBONS, in cases, 125 lbs. or less, per case | 5 |
| For every 25 lbs. in excess of 125 lbs. | add. 1 |
| CARBOYS (VITROL), empty, each | 10 |
| CARPETS, cases and bales, 10 ft. or less in length, per package | 25 |
| For every 2 ft. in excess of 10 ft. | add. 5 |
| In rolls, 1 yd. or less in width, per roll | 8 |
| For every $\frac{1}{2}$ yd. in excess of 1 yd. | add. 4 |
| In cases, 10 to 20 ft. in length, per running ft. | 4 |
| In cases, 20 ft. and upward, per running foot | 8 |
| CARRIAGES, each, per cubic foot | 1 $\frac{1}{2}$ |
| CARTRIDGES, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CASSIA, all kinds, in cases and chests, each | 6 |
| In bales, each | 4 |
| In rolls, each | 5 |
| In baskets, each | 8 |
| In mats, per 100 mats or less | 30 |
| For every 20 mats in excess of 100 mats | add. 6 |
| CASTOR BEANS. See Beans. | |
| CASTOR OIL. See Oil. | |

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|---|--------|
| CATGUT STRINGS, in cases, per case..... | 30 |
| CATTLE. See Live Stock. | |
| CEMENT, in barrels and casks, per 100 lbs. or less..... | 3 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CEMENT, BICYCLE, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHAIN, CABLES, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHALK, bulk, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In cases, per case..... | 12 |
| Precipitated, in barrels and casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHAMPAGNE. See Wines. | |
| CHEESE (DUTCH), in boxes, 250 lbs. or less, per box..... | 10 |
| For every 25 lbs. in excess of 250 lbs..... | add. 1 |
| CHEESE, ALL OTHER, in boxes, 200 lbs. or less, per box..... | 8 |
| For every 25 lbs. in excess of 200 lbs..... | add. 1 |
| CHEESE, in tubs, per tub..... | 25 |
| CHEESE, ITALIAN, in boxes, 120 lbs. or less, per box..... | 5 |
| For every 24 lbs. in excess of 120 lbs..... | add. 1 |
| In boxes, 250 lbs. or less, per box..... | 10 |
| For every 25 lbs. in excess of 250 lbs..... | add. 1 |
| CHEESE, DUTCH, in boxes, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHEESE, GREEK, in barrels, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In kegs, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHEESE, ITALIAN, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHEMICALS, in Petroleum barrels, per barrel..... | 20 |
| CHEMICALS, DRY, in barrels, 400 lbs. or less, per barrel..... | 15 |
| For every 28 lbs. in excess of 400 lbs..... | add. 1 |
| In carboys, each..... | 20 |
| In casks, 700 lbs. or less, per cask..... | 25 |
| For every 28 lbs. in excess of 700 lbs..... | add. 1 |
| In sacks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHEMICAL SALTS, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CHEROOTS, MANILA, in cases, per case..... | 25 |
| CHEROOTS, OTHER, large cases, per case..... | 20 |
| Small cases, per case..... | 10 |
| CHESTNUTS. See Nuts. | |
| CHIANTI WINES. See Wines. | |
| CHICLE, in bales and cases, per 100 lbs. or less..... | 5 |
| For every 20 lbs. in excess of 100 lbs..... | add. 1 |

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| CHICKORY, in casks or barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CHICKORY ROOT. See Roots. | |
| CHILLIES. See Peppers. | |
| CHINA CLAY. See Clay. | |
| CHINAWARE. See Crockery. | |
| CHINESE GROCERIES, in cases, etc., up to 15 cu. ft., per case | 10 |
| In cases, over 15 cu. ft., per cu. ft. | 1 |
| CHLORIDE OF LIME, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CITRATE OF LIME, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CITRATE OF MAGNESIA, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CHOCOLATE, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CHOW-CHOW, in cases, per case | 5 |
| CHROME YELLOW. See Colors and Paints. | |
| CHURCH BELLS, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CIGARETTES, in cases, small, per case | 8 |
| In cases, large, per case | 20 |
| CIGARETTE PAPER, in cases, per case | 25 |
| CIGARS, in cases, containing 3000 to 5000, per case | 12 |
| In cases, containing 6000 to 10,000, per case | 25 |
| CIGAR LABELS, in cases, per case | 25 |
| CINNAMON. See Barks. | |
| CITRON. See Fruits. | |
| CITRONELLA OIL. See Oils. | |
| CLAY, CHINA, in hogsheads, casks and barrels, per 100 lbs. or less | 3 |
| For every 35 lbs. in excess of 100 lbs. | add. 1 |
| CLAY PIPE, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CLAY PIPES. See Pipes. | |
| CLOCKS. In cases, per case | 30 |
| in casks, per cask | 50 |
| CLOVES, in bags or bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CLOVE STEMS, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| COBALT, ORE AND OXIDE OF, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| COCHINEAL, in ceroons, 300 lbs. or less, per package | 15 |
| For every 20 lbs. in excess of 300 lbs. | add. 1 |
| COCHINEAL, HONDURAS, in bags, 150 lbs. or less, per bag | 6 |
| For every 25 lbs. in excess of 150 lbs. | add. 1 |
| COCOA, in bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

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| COCOA LEAVES. See Herbs and Leaves. | |
| COCOA MATTING. See Matting. | |
| COCOA NUTS. See Nuts. | |
| COCOA NUT OIL. See Oils. | |
| CODFISH. See Fish. | |
| COL LIVER OIL. See Oils. | |
| COFFEE, in packages, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| COIR FIBER. See Fiber. | |
| COIR MATTING. See Matting. | |
| COLLAR BOXES, in cases, per case | 10 |
| COLORING FOR BRANDY, ETC., in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| COLORS AND PAINTS | |
| PAINTS, in barrels and casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In kegs, per keg | 6 |
| (Dry), in barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PARIS GREEN AND WHITE, in barrels, casks and kegs, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| RED PRECIPITATE, in barrels, per barrel | 15 |
| VENETIAN RED, in barrels, per barrel | 10 |
| VERMILION, in cases, per case | 30 |
| WHITE LEAD, in barrels or casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| BLACK LEAD, in barrels or casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| CHROME YELLOW, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| UMBER, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OCBRE, in casks, etc., per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ULTRA MARINE, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ANILINE, in barrels, casks, tierces, etc., per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In kegs and drums, 50 lbs. or less, per keg or drum | 4 |
| For every 25 lbs. in excess of 50 lbs. | add. 2 |
| In cases, 100 lbs. or less, per case | 5 |
| For every 20 lbs. in excess or 100 lbs. | add. 1 |
| CONDENSED MILK, in cases, 50 lbs. or less, per case | 2 |
| For every 25 lbs. in excess of 50 lbs. | add. 1 |
| COPPER, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

| | <i>Cents</i> |
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| COPPERAS, in hogsheads, tierces and barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| COPRA, in bags or bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CORDAGE, ROPE, ETC., in coils, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CORDIALS. See Liquors. | |
| CORDS AND TASSELS, in cases, per case..... | 35 |
| CORDUROYs, in bales, cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CORLANDER SEEDS. See Seeds. | |
| CORKS, in bales, per bale..... | 20 |
| In small bales, not exceeding 80 lbs., per bale..... | 12 |
| CORK SHAVINGS, per 100 lbs. or less..... | 12 |
| For every 10 lbs. in excess of 100 lbs..... | add. 1 |
| CORK WOOD, in bundles, or bales, each..... | 12 |
| CORSET, LACETS. See Lacets. | |
| COTTON, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| COTTON, YARN, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| COTTON SEED. See Seeds. | |
| CRASH, RUSSIA, in bales, 200 lbs. or less, per bale..... | 8 |
| For every 25 lbs. in excess of 200 lbs..... | add. 1 |
| In small bales, 100 lbs. or less, per bale..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CRASH, RUSSIA, SHEETINGS, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CREAM OF TARTAR, in hogsheads, casks and cases, per 100 lbs. or less.. | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CREOSOTE, in drums, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In bottles, cases per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| CREPE, PAPER. See Paper. | |
| CROCKERY, in crates, per crate..... | 50 |
| In casks (English), per cask..... | 50 |
| In small casks (French and German), per cask..... | 25 |
| In cases, not over 25 cu. ft., per case..... | 25 |
| In cases, over 25 cu. ft., per cu. ft..... | 1 |
| CROCKERY, CHINAWARE, in casks (English), per cask..... | 50 |
| Small casks (French and German), per cask..... | 25 |
| In cases, not over 25 cu. ft., per case..... | 25 |
| In cases, over 25 cu. ft., per cu. ft..... | 1 |
| CROCKERY, PORCELAIN, in crates, per cu. ft..... | 1 |

| | <i>Cents</i> |
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| CRUCIBLES, in casks, crates and cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| CRUCIBLES, IRON, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| CRYSTAL ASH. See Ash. | |
| CUBEBS, in bags, 50 kilos or less, per bag..... | 5 |
| For every 10 kilos in excess of 50 kilos.....add. | 1 |
| CUDBEAR, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| CUMMIN. See Seeds. | |
| CURIOS, JAPANESE, in cases up to 15 cu. ft..... | 15 |
| In cases, over 15 cu. ft., per cu. ft..... | 1 |
| CURRANTS. See Fruits. | |
| CUTCH, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| In boxes, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| CUTLERY, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| CUTTLE FISH BONE, packages of 4 bundles or less, per package..... | 25 |
| For every bundle in excess of 4 bundles.....add. | 7 |

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| DATES. See Fruits. | |
| DANDELION ROOT. See Roots. | |
| DEMIJOHNS (Empty), 5 gallons, each..... | 3 |
| 3 gallons, each..... | 2 |
| Under 3 gallons, each..... | 1 |
| DEXTRINE, in bags and barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| DISTILLED OILS. See Oils. | |
| DIVI DIVI, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| DOGS. See Live Stock. | |
| DRAGONS BLOOD, in cases, per case..... | 10 |
| DRY GOODS, all kinds, except silk, per package..... | 30 |
| DRY PAINTS. See Colors and Paints. | |
| DUNNAGE MATS, each..... | ½ |
| DUTCH HERRING. See Fish. | |
| DYES, N. O. M. LIQUID, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| DYE LAC. See Lac. | |
| DYEWOODS. See Woods. | |

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| EARTHS, FULLERS, TERRA ALBA, SIENNA UMBER, BARYTES, OCHRE, in bags or casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |

| | <i>Cents</i> |
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| EARTHS, MADDER, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EGG POWDER, in cases, 240 lbs. or less, per case..... | 10 |
| For every 24 lbs. in excess of 240 lbs. | add. 1 |
| ELEPHANT TUSKS, loose, each..... | 30 |
| ELECAMPANE, in barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EMERY, in kegs, per keg..... | 5 |
| ENCAUSTIC TILES, in crates, per crate..... | 20 |
| in casks, per cask..... | 50 |
| EPSOM SALTS. See Chemical Salts. | |
| ERGOT, in tierces, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ESSENTIAL OILS. See Oils. | |
| ETHER, SULPHURIC, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EXTRACTS, TANNING, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EXTRACTS, TANOLIN (dry), per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EXTRACTS, MALT, in casks, per gallon..... | ½ |
| EXTRACTS, DYEWOOD, in barrels and boxes, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| EXTRACT OF NUT GALL. See Nut Gall. | |

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| FANS, CHINA, in cases, per case..... | 10 |
| FANS, JAPAN, in cases, per case..... | 8 |
| FEATHERS, in bales, per bale..... | 25 |
| In cases, per case..... | 40 |
| FEATHERS, EGRETTES, per case. See Rule 5. | |
| FELT, in bales or frames, each..... | 25 |
| FENNEL SEEDS. See Seeds. | |
| FERRO SILICON, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| FIBER, SISAL HEMP, per bale, per 100 lbs or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| FIBER, MANILA, per bale, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| FIBER, JUTE, BUTTS AND REJECTIONS, per bale, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| FIBER, JUTE BAGGING, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| FIBER, Tow, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

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| FIBER, ALL OTHER, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FIBER, LOOSE, per ton, 2240 lbs..... | 1 25 |
| FIBER, COIR, in Ballots and Dhalls, per ton, 2240 lbs..... | 1 25 |
| FIBER, FLAX, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FIGS. See Fruits. | |
| FILBERTS. See Nuts. | |
| FIRE CRACKERS, in packages, per package..... | 5 |
| FIREPROOFING MATERIALS, in rolls, 350 lbs. or less, each 6 ft. long or less | 20 |
| All others..... | 50 |
| FISH, ANCHOVIES, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH BALLS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, COD, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, DRIED, in boxes, or tierces, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, DUTCH HERRING, in kegs, kits, barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, CAVIARE, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, HERRING, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, HADDOCK AND HAKE, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FISH, MACKEREL, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FLAX. See Fiber. | |
| FLOCK, WOOLEN, in bales, per bale..... | 40 |
| FLOCK, COTTON, in bales, per bale..... | 40 |
| FLOWERS (Medicinal, etc.), ARNICA, BORAGE, CAMOMILE, LAVENDER, SAFFLOWER, POPPY, ETC., in bales, cases, etc., per cu. ft..... | 1 |
| FORMALDEHYDE, in carboys, each..... | 20 |
| FOSSILS, in cases, per cu. ft..... | 1 |
| FRUITS, GREEN, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FRUITS, DRIED, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FRUITS, PASTE, in barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FRUITS, BRINED, in casks, etc., per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FRUITS, PRESERVED, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| FRUITS, CITRON, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |

| | <i>Cents</i> |
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| FRUITS, TAMARINDS, in kegs, per keg | 5 |
| FRUITS, FIGS, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| FRUITS, DATES, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| FRUITS, CURRANTS, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| FRUITS, PEEL, ORANGE AND LEMON, in bales or cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| FRUITS, JUICES, PRUNES, ETC., in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| FURS, per case or package | 30 |
| FURS (Nutra Skins), in bales, per bale | 50 |
| FUR WASTE, in bales, 100 lbs. or less, each, per bale | 5 |
| For every 20 lbs. in excess of 100 lbs | add. 1 |
| FUR HATTERS, in cases, per case | 30 |
| FURNITURE, per cu. ft | 1 |

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| GAMBIA, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| GAMBOGE, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| GARANCINE, in cakes, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| GARDEN SEEDS. See Seeds. | |
| GARLIC, in hampers and baskets, 110 lbs. or less, per package | 5 |
| For every 22 lbs. in excess of 110 lbs | add. 1 |
| GELATIN. See Isinglass. | |
| GIN. See Liquors. | |
| GINGER, in bags, in barrels, in case, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| GINGER ALE. See Ale. | |
| GINGER ROOT. See Roots. | |
| GINSENG ROOT. See Roots. | |
| GLASS (Window), in boxes up to 12 x 18 in., per box | 5 |
| In boxes over 12 x 18 in., per box | 10 |
| GLASS PLATE, per sq. ft., in cases | 5 |
| GLASSWARE, in casks, per cask | 40 |
| In cases, per cu. ft | 1 |
| GLASS, GLASSES, OPERA AND FIELD. See Optical Goods. | |
| GLOVES, KID, in cases, per case | 40 |
| GLOVES, LAMB, SHEEP, LEATHER, in cases, per case | 35 |
| GLOVES, FUR, in cases, per case | 30 |
| GLOVES, COTTON, in cases, per case | 25 |
| GLUE, in hogsheads, casks, barrels and bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |

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| GLYCERINE, in iron drums, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GOAT SKINS, SOUTH AMERICAN, CAPE GOOD HOPE, SPANISH, MACE- DONIAN, TURKISH, GERMAN, RUSSIAN, MOROCCO, ALGIERS, ARABIAN, CALCUTTA, CHINA, in bales, per 100 lbs. or less..... | 5 |
| For every 20 lbs. in excess of 100 lbs..... | add. 1 |
| GRAPES. See Fruits. | |
| GRASS, in bags or bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GRAIN, BAGS, in bundle, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GREASE, WOOL, in casks, etc., per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GREASE, OTHER, in barrels or casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GREASE, TALLOW, in barrels and casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUAVA, JELLY, in cases, per case..... | 12 |
| GUMS, in all packages, viz.: ceroons, cases, bales, bags, mats, etc., in- cluding Camphor, Arabic, E. I. and all medicinal, Mucilagineous, Varnish Gums and Shellacs, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUNS AND RIFLES, in cases, per case..... | 20 |
| GUN STOCKS, in bags, per bag..... | 6 |
| In cases, per case..... | 20 |
| GUNS AND MUSKET BARRELS, in boxes or bundles, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUNS, PISTOLS, in cases..... | 20 |
| GUNNY-CLOTH, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUTS (Salted), in barrels and casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| In kegs, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUTS, SAUSAGE CASINGS, in barrels and casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| GUTTA PERCHA, in baskets, bales, cases or bags, per 100 lbs. or less... | 5 |
| For every 20 lbs. in excess of 100 lbs..... | add. 1 |

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| HAIR, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HAIR (Human), 200 lbs. or less..... | 15 |
| For every 13 lbs. in excess of 200 lbs..... | add. 1 |
| HAMS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |

| | <i>Cents</i> |
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| HARDWARE , in casks, crates and cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HARNESS AND SADDLERY , in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HATS , in large bales, per bale..... | 50 |
| In packages, per package..... | 25 |
| HATS, PANAMA , in cases, per case..... | 30 |
| In ceroonos, per package..... | 30 |
| HAY AND STRAW , in bales, compressed, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HAY SEED . See Seeds. | |
| HERBS AND LEAVES , per cu. ft..... | 1 |
| HIDES, SALTED , in hogsheds, per 100 lbs. or less, per hogshhead..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES, SALTED, LOOSE , each..... | 5 |
| In bundles, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES (Dry) , Ox or Cow, each..... | 3 |
| HIDES, DEER (cape), in barrels or bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES, BUFFALO, E. I. , in bales, per 100 lbs..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES, CHINA , in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES, Cow , in bales, per bale, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HIDES, HORSE , dry and loose, each..... | 2 |
| HIDES, CUTTINGS AND CLIPPINGS , in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HONEY , in hogsheds, in tierces and barrels, cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HOPS (Compressed), in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HORN, MANUFACTURES OF , in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HORN, STRIPS AND TIPS , in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HORN, PART OF , in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HORSE FRONTS , in bales, each, per 100 lbs. or less..... | 1 |
| For every 17 lbs. in excess of 100 lbs..... | add. 1 |
| HORSE FRONTS, RUSSIA , in bale, 650 lbs., per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| HORSES . See Live Stock. | |
| HOSIERY , in cases, per case..... | 30 |
| HOUSEHOLD EFFECTS , per cu. ft..... | 1 |
| HYPOSULPHATE , in kegs and bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |

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| IMMORTELLES, in cases, per case | 30 |
| INDIA MALACCA JOINTS, in bundles, per bundle | 15 |
| INDIA RUBBER. See Rubber. | |
| INDIGO, in barrels, cases, ceroons, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |

INSTRUMENTS AND APPARATUS

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| PHILOSOPHICAL, SCIENTIFIC AND MATHEMATICAL, per case | 40 |
| PHILOSOPHICAL, MUSICAL, per case | 40 |
| INTESTINES. See Guts. | |
| IODINE, in kegs, packed in rawhide (V) | 15 |
| IPECAC, in ceroons, per ceroon | 10 |
| IRON AND STEEL BLOOMS, INGOTS, SLABS AND BILLETS, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| ISTLE CLOTH, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| ISINGLASS AND GELATINE, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| IVORY, ANIMAL. See Elephant Tusks. | |
| IVORY, MANUFACTURES OF, in cases, per case | 30 |
| IVORY, VEGETABLE IVORY, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |

J

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|---|---|
| JALAP. See Herbs and Leaves. | |
| JAM. See Fruits. | |
| JELLIES. See Fruits. | |
| JEWELRY, IMITATION, in cases, per cu. ft. | 1 |
| JUNIPER BERRIES. See Berries. | |
| JUNK, OLD, in bundles or other packages, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |

K

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| KAPOC, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| KIRSCHWASSER. See Liquors. | |

L

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| LAC, BUTTON in cases, 250 lbs. or less, per case | 10 |
| For every 25 lbs. in excess of 250 lbs. add. | 1 |
| LAC, DRY in cases, 250 lbs. or less, per case | 10 |
| For every 25 lbs. in excess of 250 lbs. add. | 1 |
| LAC, STICK in cases, 250 lbs. or less, per case | 10 |
| For every 25 lbs. in excess of 250 lbs. add. | 1 |
| LAC SPIRITS, in drums, 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |

| | <i>Cents</i> |
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| LACETS, SHOE AND CORSET, in cases..... | 30 |
| LAMP BLACK. See Black. | |
| LANTERN SLIDES. See Optical Goods. | |
| LARD, in kegs or barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LEAD PENCILS. See Pencils. | |
| LEAD, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LEATHER, BEND OR BELTING, AND SOLE LEATHER, in rolls, per roll... | 25 |
| LEATHER, UPPER LEATHER, DRESSED SKINS, CALF SKINS TANNED, SKINS FOR MOROCCO, AND ALL MANUFACTURES OF LEATHER, in cases per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LEAVES. See Herbs and Leaves. | |
| LENTILS, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LENSES. See Optical Goods. | |
| LICORICE ROOT. See Roots. | |
| LICORICE PASTE, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LICORICE STICKS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LIGNUM VITÆ. See Wood. | |
| LIME, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LIME. See Chloride. | |
| LINOLEUM, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LINSEED. See Seeds. | |
| LINSEED OIL. See Oils. | |
| LIQUORS, all liquors in barrels, casks or similar packages, per gallon... | ½ |
| LIQUORS, BITTERS, in cases, per case..... | 4 |
| LIQUORS, BRANDY, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, CORDIALS, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, GIN, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, KIRSCHWASSER, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, RUM, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, WHISKEY, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, ALL OTHER, in cases, 1 doz. quarts, per case..... | 4 |
| LIQUORS, ARRACK, in carboys, per carboy..... | 20 |
| LITHOGRAPHIC PRINTS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| LITHOGRAPHIC STONES, in cases, per case..... | 40 |
| LIVE STOCK, CATTLE, various kinds, each..... | 1 00 |
| LIVE STOCK, DOGS, each..... | 50c |
| LIVE STOCK, HORSES, STALLIONS, MARES AND GELDINGS, each.... | 1 00 |
| LIVE STOCK, OTHER THAN HORSES, CATTLE, DOGS, ETC., proportion- ately. | |

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| LIVE STOCK, POULTRY. See Poultry. | |
| LUMBER, piled in Warehouse, per cu. ft. | 1 |

M

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| MACARONI, SPAGHETTI AND VERMICELLI, in boxes of 25 lbs. or less, per box. | 2 |
| In boxes of more than 25 lbs. and not more than 50 lbs., per box. . | 3 |
| In boxes of more than 50 lbs. and not more than 100 lbs., per box . | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MACE, in cases of 100 lbs. or less, per case. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MACHINERY, Loose, per 100 lbs. or less. | 5 |
| For every 20 lbs. in excess of 100 lbs. add. | 1 |
| MACHINERY, in cases, per cu. ft. | 2 |
| MADDER. See Earths. | |
| MAGNESIA, in cases, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MAGNESIA, SULPHATE CRYSTALS, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MAHOGANY. See Wood. | |
| MANDRAKE ROOT. See Roots. | |
| MANGANESE, in casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MANNA, in cases, per case. | 12 |
| MARBLE AND AGATE, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MATCHES, in cases, per case. | 15 |
| MATHEMATICAL INSTRUMENTS. See Instruments. | |
| MANURES, ARTIFICIAL, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MATTING, COIR AND COCOA, in bales, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MATTING, 40-yard roll, each. | 5 |
| Exceeding 40 yards per roll, each. | 8 |
| MATS, FLAX, COCOA, CARPET, in bales, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MEATS, PRESERVED. See Preserved Meats. | |
| MEDICINAL PREPARATIONS, in cases, ordinary, per case. | 5 |
| In cases, valuables. See Rule 5. | |
| MEERSCHAUM, CRUDE AND MANUFACTURED, in cases. See Rule 5. | |
| MELADO, in hogsheads, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| MERCURY, in flask, per flask. | 8 |
| METALS, MANUFACTURES OF, in cases, per case. | 35 |
| METALS, OLD CANNON, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| METALS, OLD COPPER, per ton of 2240 lbs. | 1 25 |

| | <i>Cents</i> |
|---|--------------|
| METALS, SHEATHING, in cases, 500 lbs. or less, per case..... | 25 |
| For every 100 lbs. in excess of 500 lbs..... | add. 5 |
| METALS, SPELTER, in plates, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| METALS, YELLOW METAL, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| METALS, CAPS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| METALS. See also Iron and Steel. | |
| MICA, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| MILLET SEED. See Seed. | |
| MINERAL WATERS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| MIRRORS, in cases, per cu. ft..... | 3 |
| MOLASSES, in barrels, hogsheads or tierces, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| MOROCCO SKINS. See Skins. | |
| MORPHINE, in flasks, per flask..... | 10 |
| MORARS OF IRON. See Iron. | |
| MOSS, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| MOTOR CYCLES, in crates, per cu. ft..... | 1½ |
| MUSICAL INSTRUMENTS, N. O. M., in cases, per case..... | 40 |
| MUSICAL INSTRUMENTS, PHONOGRAPH RECORDS, in cases..... | 10 |
| MUSTARD SEED. See Seeds. | |
| MYROBLAN, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |

N

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| NAILS, in kegs, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NAPHTHA, in barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NEEDLES, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NICKEL, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NUT GALLS, in bags or bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NUT GALLS, EXTRACT OF, in cases, per case..... | 4 |
| NUTMEGS, in cases, per 100 lbs. or less..... | 6 |
| For every 17 lbs. in excess of 100 lbs..... | add. 1 |
| NUTS, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| NUX VOMICA, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |

O

OCHRE. See Colors and Paints.

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| OILS, ALL, not otherwise specified, in barrels, casks or similar packages, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, CASTOR, in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, CITRONELLA, in drums, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, COCOANUT, in barrels, casks or similar packages, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, COD LIVER, in barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, ESSENTIAL AND VOLATILE. See Rule 5. | |
| OIL, LINSEED, in cases, casks or barrels, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| In carboys, per carboy | 20 |
| OIL, OLIVE, in cases, barrels, baskets or casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL, PALM, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OIL OF VITROL, in carboys, per carboy | 20 |
| OIL CLOTH, in cases or rolls, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OLIVES, in kegs, cases, barrels, and casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| OLIVE OIL. See Oils. | |
| ONIONS. See Vegetables. | |
| ONYX, ROUGH, in blocks, per cu. ft. | 6 |
| OPIMUM, in cases, 200 lbs. or less, per case | 30 |
| For every 10 lbs. in excess of 200 lbs. | add. 2 |
| OPTICAL GOODS, such as LENSES, SPECTACLES, LANTERN SLIDES, OPERA AND FIELD GLASSES, ETC., in cases, per case | 40 |
| ORCHILL WEED, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ORES, N. O. M., in bulk, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ORGANS, in cases, per cu. ft. | 1½ |
| ORRIS ROOT. See Roots. | |
| OSIER, in bundles, per 100 lbs. or less | 6 |
| For every 17 lbs. in excess of 100 lbs. | add. 1 |

P

PAINTING. See Rule 5

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|-----------------------------------|----|
| PALM LEAF, in bundles, per bundle | 2 |
| In cases, per case | 10 |

| | <i>Cents</i> |
|---|--------------|
| In ceroons, per ceroon | 8 |
| In bales, 225 lbs. or less | 12 |
| For every 20 lbs. in excess of 225 lbs. | add. 1 |
| PALM LEAF, MANUFACTURES OF, in cases, per case | 20 |
| PANORAMA, per cu. ft. | 2 |
| PAPER, in cases, bales and rolls, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, WALL, in cases, bales and bundles, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, STRAWBOARD, in crates and bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, PULP, in bales per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, WASTE, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, FILTER, MASS., in cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER, FELT and SHEATHING, in crates, frames and rolls, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PAPER BOXES (empty), in cases or crates, per case | 20 |
| PAPER CIGARETTES. See Cigarettes. | |
| PAPER TOYS, FAVORS, FANCY COVERS, CONFECTIONS, ETC. | 25 |
| PARAFFIN, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PARASOL STICKS, in bundles, per bundle | 6 |
| PEANUTS. See Nuts. | |
| PEARL ASH. See Ash. | |
| PEARL SHELLS, in cases, per 100 lbs. or less | 6 |
| For every 17 lbs. in excess of 100 lbs. | add. 1 |
| PEAS. See Vegetables. | |
| PEAT MOSS, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PENCILS, LEAD, in cases, per case | 30 |
| PEPPER, in bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PEPPERS, CHILLIES, ETC., in bags or bales per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PERFUMERY, in cases, per case | 25 |
| PERSIAN BERRIES. See Berries. | |
| PERSONAL EFFECTS, in trunks or packages, not exceeding 25 cu. ft., per trunk | 25 |
| Exceeding 25 cu. ft., per cu. ft. | 1 |
| PETROLEUM, in barrels, casks or similar packages, per 100 lbs. or less.. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PHOSPHATES, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| PIANOS, in cases, per cu. ft. | 2 |

| | <i>Cents</i> |
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| PITCH, ELASTIC, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PITCH, SOFT, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PICKLES, in barrels, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PIMENTO, in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PIPES, OF CLAY, in boxes, per box..... | 2 |
| PIPES, N. O. M. See Smokers' Articles. | |
| PISTOLS. See Guns. | |
| PLANTS, LIVE, in cases, per cu. ft..... | 1 |
| PLANTS, ARTIFICIAL. See Artificial. | |
| PLATINUM, in cases. See Rule No. 5. | |
| PLAYING CARDS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PLUMBAGO, in casks or barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| POPPY SEEDS. See Seeds. | |
| POTASH, ALL KINDS, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| POST CARDS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| POTATOES, in bags or barrels, per bushel of 60 lbs..... | 2 |
| For every 30 lbs. in excess of 60 lbs..... | add. 1 |
| POTATO FLOUR, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| POULTRY, LIVE, in crates, per crate..... | 1 00 |
| POULTRY, DRESSED, in cases, per lb..... | ½ |
| PRECIOUS STONES, in packages. See Rule No. 5. | |
| PREPARATIONS, MEDICAL. See Medicinal. | |
| PRESERVED MEATS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| PUMICE STONE. See Stone. | |

Q

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| QUICKSILVER, in flasks, 80 lbs. or less, per flask..... | 8 |
| For every 10 lbs. in excess of 80 lbs..... | add. 1 |
| QUININE, in cases, per case..... | 25 |

R

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| RAGS, in bales, per 100 lbs. or less, compressed..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| RAPE SEED. See Seeds. | |
| RATTANS AND REEDS, in bundles, per 100 lbs. or less..... | 6 |
| For every 17 lbs. in excess of 100 lbs..... | add. 1 |
| REEDS. See Rattans. | |
| RICE, in half bags, bags, or undressed mats, per 100 lbs. or less..... | 4 |

| | <i>Cents</i> |
|---|--------------|
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| RICE FLOUR, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| RIFLES. See Guns. | |
| RODS OF IRON AND STEEL. See Iron. | |
| ROPE, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ROOTS, ACONITE, ANGELICA, ARROW ROOT, BRIER, BROOM, CHICORY, DANDELION, GINGER, GINSENG, JALAP, LICORICE, MANDRAKE, ORRIS, SARSAPARILLA, SASSAFRAS, SENECA, SNAKE, VALERIAN, in bags, bales, casks or other packages, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| ROSE LEAVES. See Herbs and Leaves. | |
| ROTTEN STONE, in barrels, cases or other packages, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| RUBBER, CRUDE, in all packages, per 100 lbs. or less. | 5 |
| For every 20 lbs. in excess of 100 lbs. | add. 1 |
| RUBBER, OLD, in all packages, per 100 lbs. or less. | 5 |
| For every 20 lbs. in excess of 100 lbs. | add. 1 |
| RUBBER TIRES, in cases of 50 cu. ft. or less. | 60 |
| For every 2 cu. ft. in excess of 50 cu. ft. | add. 2 |
| RUGS, in bales, small, per bale. | 40 |
| In bales, large, per bale. | 50 |
| In cases, 10 ft. or less in length, per case. | 35 |
| Exceeding 10 ft. and not exceeding 20 ft., per running foot. | 5 |
| Exceeding 20 ft., per running foot. | 10 |
| RUM. See Liquors. | |
| RUM, BAY RUM. See Bay. | |
| RUSSIA SHEETINGS, see Crash. | |

S

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| SADDLERY. See Harness. | |
| SAFES, per ton or 2240 lbs. or less. | 2 00 |
| For every $\frac{1}{2}$ ton in excess. | add. 1 00 |
| SAFFLOWER. See Flowers. | |
| SAFFRON, in bales. See Herbs and Leaves. | |
| SAGE, in bales. See Herbs and Leaves. | |
| SAGE, in bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| SAGO FLOUR, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| SAILS. See Canvas. | |
| SALERATUS, in barrels, casks or tierces, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| SALTPETRE, in bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| SALTS, FRUIT SALTS, in cases, per case. | 20 |
| SALT, in bulk, or in sacks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |

| | <i>Cents</i> |
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| SAND, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SANDALWOOD. See Wood. | |
| SARSAPARILLA ROOT. See Roots. | |
| SASSAFRAS ROOT. See Roots. | |
| SAUCES, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| Bottled in barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SAUSAGE, BOLOGNA, in cases, 125 lbs. or less, per case..... | 6 |
| For every 20 lbs. in excess of 125 lbs..... | add. 1 |
| SAUSAGE CASINGS, in casks. See Cuts. | |
| SCIENTIFIC INSTRUMENTS. See Instruments. | |
| SEAWEED OR GRASS, 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SENECA ROOT. See Roots. | |
| SENNA. See Herbs and Leaves. | |
| SEEDS, ALL KINDS, N. O. M., in bags, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SHEEP SKINS. See Skins. | |
| SHELLS, PEARL. See Pearl. | |
| SHIP STORES, in packages, per package..... | 20 |
| SILK GOODS, in cases, per case..... | 40 |
| SILK, RAW, in bales, per bale..... | 25 |
| SILK, SPUN, in bales, per bale..... | 30 |
| SHODDY, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SHOE LACETS. See Lacets. | |
| SKIN, CALF OR MOROCCO, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SLATES, in cases, per case..... | 20 |
| SMOKERS' ARTICLES (other than Amber or Meerschaum), in cases, per case..... | 15 |
| SNAKE ROOT. See Roots. | |
| SOAP OF ALL KINDS, in cases, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, BICARBONATE AND CAUSTIC, in all packages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, CHLORATE AND CHROMATE, in all packages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, CRUDE AND CRYSTAL, in all packages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, PHOSPHATE SULPHATE, SILICATE, SULPHIDE AND SAL, in all packages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, ALL OTHER, N. O. M., in all packages, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs..... | add. 1 |
| SODA, ASH. See Ash. | |

| | <i>Cents</i> |
|---|--------------|
| SODA, PRUSSIATE, in casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SODA, NITRATE, in bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SPAGHETTI. See Macaroni. | |
| SPECTACLES. See Optical Goods. | |
| SPICES, in bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SPONGES, in bales, per bale. | 10 |
| In cases, per case. | 15 |
| STARCH, in cases, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| STATUARY, in cases or crates, per cu. ft. | 3 |
| STATUARY, PAPER MACHE, in crates, per cu. ft. | 1 |
| STATUARY, WAX, in cases or crates, per cu. ft. | 1 |
| STEARINE, in barrels or casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| STICK LAC. See Lac. | |
| STONE, PUMICE, in casks, barrels or bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| STONE, LOOSE, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| STONE, in crates, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| STRAW, in bales. See Hay and Straw. | |
| STRAW GOODS, BRAIDS, ETC., small bales, per bale. | 15 |
| In large bales, per bale. | 25 |
| STRAW GOODS, in cases, per case. | 20 |
| STRAW BOARD, in bundle, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SUMAC. See Herbs and Leaves. | |
| SUMAC (GROUND), in bags, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SULPHUR, in kegs, barrels or casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SUGAR, ALL KINDS, in all packages, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| SWEETMEATS, in cases, per case. | 8 |
| SWEETMEATS, LIQUID TURKISH CANDY, in cases, 300 lbs. or less. | 15 |
| For every 20 lbs. in excess of 300 lbs. add. | 1 |
| SYRUPS, in barrels, cases, casks and similar packages, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |

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| TALC, in bags, barrels or casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. add. | 1 |
| TALKING MACHINES, in case, 1 each. | 20 |
| TALLOW. See Grease. | |

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| TAMARINDS. See Fruit. | |
| TAPIOCA, in bags, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TEA, OOLONGS AND SMALL CONGOES, $\frac{1}{2}$ chests, each | 3 |
| TEA, OOLONG AND SMALL CONGOES, boxes, each | 2 |
| TEA, GREEN, JAPAN AND LARGE CONGOES, $\frac{1}{2}$ chest, each | 4 |
| In boxes, each | 3 |
| TEA, CEYLON AND INDIA, in cases, each | 6 |
| In $\frac{1}{2}$ cases, each | 4 |
| TEASELS, in casks, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TILES. See Marble. | |
| TIN, BANCA, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TIN, in bars, blocks, pigs, etc., per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TIN AND TERNE PLATES, in boxes, single and double, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TOBACCO LEAF, in cases, per case | 20 |
| In bales, crated, per bale | 15 |
| In ceroon, or bales, per ceroon or bale | 10 |
| TOBACCO LEAF, STEMMED, in bales, per bale | 12 |
| TOBACCO LEAF SCRAP, in cases, per case | 15 |
| TOMATO PASTE. See Vegetables. | |
| TOW. See Fiber. | |
| TOYS AND DOLLS, in cases, crates and casks, per cu. ft. | 1 |
| TREES AND NURSERY STOCKS, in bundles, per bundle | 20 |
| In tubs, per tub | 25 |
| TRUNKS, each | 25 |
| TURPENTINE, in barrels, or cases, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TWINE, in bales, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| TYPE METAL. See Lead. | |
| TYPEWRITERS, in case, 1 each | 20 |

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| UMBRELLA HANDLES, in bundles, per 100 lbs. or less | 6 |
| For every 17 lbs. in excess of 100 lbs | add. 1 |

V

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| VALONIA, per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |
| VALERIAN ROOT. See Root. | |
| VEGETABLE IVORY. See Ivory. | |
| VEGETABLES, cases (canned), per 100 lbs. or less | 4 |
| For every 25 lbs. in excess of 100 lbs | add. 1 |

| | <i>Cents</i> |
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| VEGETABLES, PEAS, dried in bag or barrels, per bushel of 60 lbs. | 2 |
| For every 30 lbs. in excess of 60 lbs. | add. 1 |
| VEGETABLES, ONIONS, per bushel of 57 lbs. | 2 |
| For every 28 lbs. in excess of 57 lbs. | add. 1 |
| VEGETABLES, POTATOES, in bags or barrels, per bushel of 60 lbs. | 2 |
| For every 30 lbs. in excess of 60 lbs. | add. 1 |
| VEGETABLES, TOMATO PASTE, in kegs or cases, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| VERDIGRIS, in barrels or casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| VERMICELLI. See Macaroni. | |
| VERMUTH. See Wines. | |
| VINEGAR, in barrels, casks or similar packages, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| VITRIOL, OIL OF. See Oils. | |

W

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| WALNUTS. See Nuts. | |
| WASHBOARDS, in packages, per cu. ft. | 1 |
| WATER CLOSETS OF IRON. See Iron. | |
| WATERS, MINERAL. See Mineral. | |
| WATCHES, MOVEMENTS AND CASES, in cases. See Rule 5 | |
| WAX, in cases, bales, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WHALEBONE, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WHISKEY. See Liquors. | |
| WHITING, in bulk or casks, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WILLOWS, in bundle, per 100 lbs. or less. | 6 |
| For every 17 lbs. in excess of 100 lbs. | add. 1 |
| WINES, in barrels, casks or similar packages, per gallon. | $\frac{1}{2}$ |
| WINES, STILL, in cases, 1 doz. quarts, per case. | 4 |
| In cases, 2 doz. pints, per case. | 4 |
| WINES, CHAMPAGNE AND SPARKLING WINES, in cases, per case. | 5 |
| WINES, CHIANTI, in cases, per case. | 5 |
| WINES, VERMUTH, in cases, 1 doz. quarts, per case. | 4 |
| WIRE, ALL KINDS, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WOOD, CAMWOOD, DYEWOOD, LIGNUM VITÆ, LOGWOOD, MAHOGANY, SANDALWOOD, AND EBONYWOOD, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WOOD PULP, per 100 lbs. or less. | 4 |
| For every 25 lbs. in excess of 100 lbs. | add. 1 |
| WOOD, WOOL, in cases, per cu. ft. | 1 |
| WOOD, PULP, ground, in bags, 100 lbs. or less. | 3 |
| For every 35 lbs. in excess of 100 lbs. | add. 1 |

| | <i>Cents</i> |
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| WOOL AND WASTE, compressed, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| Not compressed, in bales, per cu. ft..... | 1 |
| WORMSEED. See Seeds. | |

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| YARN, COIR, COIR BALLOTS, CEYLON AND INDIA, in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| YARN, ALL OTHERS, N. S. P. F., in bales, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| YELLOW BERRIES. See Berries. | |
| YELLOW METALS. See Metals. | |
| ZINC, PIGS, OR PLATES, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| ZINC, SULPHATE, OR OXIDE OF, in barrels, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |
| ZINC, SULPHATE, in casks, per 100 lbs. or less..... | 4 |
| For every 25 lbs. in excess of 100 lbs.....add. | 1 |

The following rules shall govern in the determination of proper charge for General Order Cartage:

First. The rates of cartage on articles not enumerated shall correspond with those charged for packages of similar size, and property of like general description.

Second. The decision of the Collector as to the charge for cartage on all unenumerated articles shall be final.

Third. Cartage on gaugeable merchandise shall be computed on the gaugeable capacity of the packages.

Fourth. The minimum charge on any single shipment, whether on one or more packages, shall be thirty-five cents.

Fifth. Cartage on articles such as Amber, Bird Skins, Egrettes, Gold and Silver bullion and manufactures of Gold and Silver, Human Hair, Jewelry (real), Medicinal Preparations of high value, Meerschaum, Essential and Volatile Oils, Paintings, Platinum, Precious Stones, Vanilla Beans, Watch Movements, and Cases, or any other non-enumerated articles of high value shall be the amount which the Collector of Customs decides as reasonable.

Sixth. Shipments in carload lots or over may be transferred from steamship dock to general order stores in railroad cars bonded for such purpose at the regular rates for such switching service.

**BOARD OF UNITED STATES GENERAL APPRAISERS
OR BOARD OF CUSTOMS APPEAL.**

641 Washington Street, New York, N. Y.

U. S. Appraisers' Warehouse.

(Ninth Floor)

Telephone 5000 Spring.

Under the Act of June 10, 1890, the Board of United States General Appraisers was established.

The purpose of this Board is to make decisions on all appeals from the findings of local appraisers as regards dutiable value, and also to receive protests made against collector's decisions as to the rates of duty, etc. This Board is composed of nine members appointed by the President of the United States, with the advice and consent of the Senate, and is designated by the Secretary of the Treasury for classification and reappraisement work. The President of the United States designates the President of the Board.

HENDERSON M. SOMERVILLE, *President*

O. D. MADGE, *Chief Clerk*

United States General Appraisers

HENDERSON M. SOMERVILLE

EUGENE G. HAY

WILLIAM B. HOWELL

CHARLES P. MCCLELLAND

ISRAEL F. FISCHER

JERRE S. SULLIVAN

BYRON S. WAITE

S. B. COOPER

Tea Board

General Appraisers: Howell (*Chairman*), McClelland and Chamberlain.

Heads of Divisions

G. VAN NOSTRAND, *Editor and Appeal Clerk*

DEWITT P. DUTCHER, *Reappraisement Division*.

JAMES W. TAYLOR, *Protest Division*.

LOUIS GROEDEL, *Reports and Sample Division*.

CHARLES W. RAY, *Stenographic and Typewriting Division*.

GEORGE W. MAGEE, *Tea Division*.

Protests in classification cases are assigned as follows:

To Board 1, consisting of Messrs. McClelland and Sullivan. The subjects, coat tar, drugs, chemicals, toilet articles, soap, oils, stone, paints, glass, wood, wool, fur, leather, jewelry, tobacco, fish, toys, feathers and musical instruments.

To Board 2, consisting of Messrs. Fischer, Howell and Cooper. The subjects, cotton, flax, metal, jute, silk, books, beads, paper also, except when made of wool, nettings, laces, wearing apparel and embroideries.

To Board 3, consisting of Messrs. Waite, Somerville and Hay. The subjects, agriculture, sugar, plants, fruit, provisions, earthenware, spirits, paints, live animals, sundries and a large proportion of the subjects known on free list.

It is composed of nine members (appointed by the President of the United States with the advice and consent of the Senate), designated by the Secretary of the Treasury for reappraisal and classification work. The President of the Board is designated by the President of the United States.

For dates of Trial Dockets see Rule XXXVI.

Rules of Procedure and Practice Before the Board of United States General Appraisers, Adopted Pursuant to the Customs Administrative Act of 1890, as Amended by the Act of May 27, 1908, and Section 12 of the Act of August 5, 1909.

Seal.

I. The seal of the General Board shall contain the words "Board of" on the upper part of the outer edge, the words "General Appraisers" on the lower part of the outer edge, running from left to right, and the words "United States" in the center.

Board.

II. The word "Board," when used in these rules and not otherwise expressly designated, shall be held to refer to any one of the three Boards of three General Appraisers.

Terms.

III. General calendars of all pending cases not suspended and not triable in ports other than New York where the Board holds regular hearings, will be called each month, except July and August, in the trial room of the Board at the port of New York, and the cases found thereon set for trial on such days as the Board may order. Such general calendars will be called in accordance with Rule XXXVI hereof.

IV. Upon the call of the monthly calendar provided for in Rule III, all protests which are not defaulted, abandoned, submitted or suspended, shall be set for hearing in one of the hearing rooms of the Board on regular days for each Board, and no protests shall be set for hearing before a single General Appraiser unless it be for the purpose of offering proof necessary to secure suspension or reliquidation order allowable under final rulings on the same precise issue. The regular days for such Board hearings shall be according to Rule XXXVI. Boards will designate special days for the hearing of protests whenever the same may, in their judgment, be necessary.

Boards will not, except in defaulted or abandoned cases, accept the submission of a protest for consideration unless the opposite party is present or consents to the same.

In special cases a Board may, on application of either party, and for good cause shown, permit the taking of testimony in advance, where witnesses will not be able to be present at the regular hearing. Notice of such application and of all motions, unless otherwise herein provided, shall be given the opposing party.

V. All general monthly calendars may be called by a single General Appraiser and hearings held in all ports other than New York may be conducted by a single General Appraiser.

Hearings before Single General Appraisers.

Hearings of cases before individual general appraisers at all ports will be called at such time and place as may be appointed by such officer, after due notice given.

VI. At ports where the Board holds regular hearings, calendars of cases pending will be called on the dates fixed therefor; and cases found thereon will be tried or otherwise disposed of, as the Board or General Appraiser in attendance may direct.

Attorneys.

VII. A register of attorneys shall be kept in the office of the chief clerk of the General Board, in which will be entered the names of all persons entitled to represent parties before the Board in the prosecution of protests or of reappraisement appeals.

The names of persons or firms in the following classes will, upon their written request, be entered on this register.

(a) Any attorney at law in good standing and a member of the bar in any court of record of the United States or any of the courts of the States or territories thereof.

(b) Any person not an attorney at law, who shall prove to the satisfaction of the General Board that he is of good character and of good repute, and is possessed of the necessary qualifications to enable him to render valuable service to any party to a proceeding pending before the Board, and that he is otherwise competent to advise and assist in the presentation and prosecution of such proceeding.

(c) Any firm which shall show that the individual members composing such firm are each and all registered under these provisions.

Notice of Appearance and Substitution.

VIII. Attorneys appearing in a case pending before the Board shall file notice thereof with the chief clerk, who shall cause the same to be attached to the protest covered by it. Such notice of appearance shall state the number of the protest and the name of the protestant. Where it is desired to change the attorney in any case pending before the Board, a written consent, signed by the party and his attorney, shall be filed with the chief clerk of the General Board, and the same shall be attached to the protest.

Appearance on Days Fixed for Hearing.

IX. Where there is no appearance on the part of either of the parties to a case when the same is called, it shall be considered submitted and may be determined by the Board on the record.

Protests.

X. Upon the receipt of protests in due form with accompanying invoices, papers and exhibits, the chief clerk of the Board shall cause the same to be properly numbered in the order of their receipt by him, and the same shall then be filed in his office, there to remain subject to the Board's action thereon.

The chief clerk shall cause all protests to be placed upon a docket to be called at the next callendar call of the Board before which the issue is triable, unless the same shall have been ordered on the suspended Files, as provided for in Rule XIV.

The chief clerk shall, at the time of giving notice of hearing of cases, at all ports other than New York, forward to the local officer in charge of such hearings a copy of the docket, together with the records in all cases to be heard thereat; and request such local officer, in both reappraisement and classification matters, to at once identify each of the samples with the particular record to which it belongs, stamp said samples with the Board's number of the respective protest, and arrange the same in numerical order, at least three days before such hearings, so that each record may be open to the inspection of the importer a party thereto, or his attorney, and the Assistant Attorney-General, for the purpose of preparing for such hearings; and at the close of such hearings, to immediately transmit such samples and records to the Board of General Appraisers.

Assignment of Subjects, etc.

XI. The hearing of protests and appeals by Boards of General Appraisers will be assigned by the General Board of General Appraisers by rules according to subjects provided for in the tariff act, and the President of the General Board will assign all cases accordingly; but if, by reason of illness, absence, or other cause, a General Appraiser or a Board cannot hear or pass upon the issues involved, and in all cases wherein a disqualification exists, or is deemed to exist by a Board or by a single General Appraiser having the matter under consideration, the President of the General Board will assign such cases to another Board or single General Appraiser as is appropriate, for hearing and determination.

All appeals in reappraisement cases determinable by one General Appraiser will be assigned by the President of the General Board for hearing and determination.

The General Appraiser to whom an appeal is assigned shall set a day for hearing, and reasonable notice thereof shall be mailed to the importer, his attorney or representative, and also to the appraising officer whose valuation is disputed.

Appeals to a Board for reappraisement will be set for hearing on the next hearing day of said Board, unless the Board shall otherwise order.

Decisions.

XII. All decisions in classification cases by a Board, before promulgation, shall be submitted to the members of the other Boards on duty at the port of New York, and if two members of any other Board are of the opinion that any proposed decision conflicts with another decision concurrent therewith or theretofore made by the Board or by the United States courts, the President of the General Board shall submit such decision to all the members of the General Board so present at the port of New York; and, whenever a majority of said General Board so present shall be of the opinion that a conflict exists the case shall be reassigned by the President of the General Board for decision to a Board the majority of whose members agree with the majority of said General Board, who shall duly proceed to hear and determine the same.

The chief clerk shall forward a copy of all decisions filed with him to the collector of the port at which the protest arose.

The chief clerk shall also forward a copy of every decision to the Secretary of the Treasury, Assistant Attorney-General in Charge of Customs, and to such other persons as the President of the General Board may direct.

XIII. Until a decision shall have been duly signed by the Board, and the same shall have been duly promulgated, it shall not be accessible to the attorneys for either part or to any person not officially entitled thereto.

Suspensions.

XIV. Where protests cover the question involved in any suit pending in court, the docket clerk shall mark the same "Suspensible under suit No. —," and the same shall thereupon be referred to the Assistant Attorney General, who shall examine the same and indorse thereon his approval or disapproval of the action of said clerk.

If the Assistant Attorney-General shall object to a suspension as hereinbefore provided for, the case shall be placed upon the next docket of the Board, and the Board shall then determine whether the same shall be suspended or heard.

If counsel for an importer shall object to suspension of any protest, the same shall be placed upon the next docket, to be disposed of in the manner hereinbefore set forth.

Protests may be suspended upon the stipulation of counsel for both parties.

The Board may require properly verified samples of the merchandise in dispute before ordering the suspension of a protest.

When any court has decided a case, to await the decision of which protests have been suspended by the Board, the suspended protests shall not be taken up for trial within the time in which the case may be appealed, except where the parties may disclaim any further intention of appealing.

When any protest shall have been ordered suspended under these rules the same shall be actually placed upon the files in the office of the chief clerk of the General Board, to be there held until said protest shall again be placed upon the calendar of the Board for proper disposition after the issue involved shall have been finally determined, unless the same be abandoned.

Whenever an issue has been finally determined by the courts or the Board is satisfied that in any case good cause does not exist for suspension or that good faith or due diligence is not being observed, in the prosecution of any issue the subject of suspension, the Board may order such case or cases upon the docket for hearing and decision.

Suspended protests, and protests the suspension of which has been requested and refused, shall not be decided until after due notice of hearing except by consent.

Place of Trial.

XV. Regular dockets will be called at the ports of Baltimore, Boston, Chicago, Los Angeles, New Orleans, Philadelphia, Portland, Oregon, St. Louis, St. Paul, San Francisco and Seattle.

The President of the General Board will have prepared and promulgated for each calendar year a list of ports at which regular hearings in reappraisements and classifications will be held. Except when arising at such ports, all protests will be placed on the New York calendar, unless otherwise ordered. At such hearings a docket of cases pending will be called on the dates fixed therefor; and cases found thereon will be tried or otherwise disposed of, as the Board of General Appraisers in attendance may direct.

Dockets for Hearing of Cases by the Board of United States General Appraisers and Individual General Appraisers at Ports other than the Port of New York.

1913

| PORT | Jan. | Feb. | Mar. | Apr. | May | June | July | Sept. | Oct. | Nov. | Dec. |
|---------------|------|------|------|------|-----|------|------|-------|------|------|------|
| Philadelphia | 28 | .. | 25 | 29 | 27 | 24 | .. | .. | 28 | .. | 30 |
| Baltimore | 30 | .. | 27 | .. | 29 | 26 | .. | .. | 30 | .. | .. |
| Boston | 29 | .. | 26 | 30 | 28 | 25 | .. | 24 | .. | .. | 3 |
| Chicago | 15 | .. | 19 | 23 | .. | 4 | .. | .. | 1 | 19 | .. |
| St. Paul | .. | .. | .. | .. | .. | 7 | .. | .. | .. | .. | .. |
| St. Louis | .. | .. | .. | 7 | .. | .. | .. | .. | 6 | .. | .. |
| New Orleans | .. | .. | .. | 14 | .. | .. | .. | .. | 13 | .. | .. |
| Seattle | .. | 10 | .. | .. | .. | .. | .. | 1 | .. | .. | .. |
| Portland | .. | 13 | .. | .. | .. | .. | .. | 4 | .. | .. | .. |
| San Francisco | .. | 17 | .. | .. | .. | .. | .. | 8 | .. | .. | .. |
| Los Angeles | .. | 25 | .. | .. | .. | .. | .. | 16 | .. | .. | .. |
| Pittsburgh | .. | .. | .. | .. | .. | .. | 8 | .. | .. | .. | .. |
| Buffalo | .. | .. | .. | .. | .. | .. | 9 | .. | .. | .. | .. |
| Cleveland | .. | .. | .. | .. | .. | .. | 10 | .. | .. | .. | .. |
| Detroit | .. | .. | .. | .. | .. | .. | 11 | .. | .. | .. | .. |

Whenever it shall appear to the President of the Board of General Appraisers that there are not pending at any port in the schedule herein a sufficient number of cases to warrant the visit of a general appraiser, or for other sufficient cause, he will, after due notice, extend the time appointed for such docket to a future day.

Whenever a docket day herein fixed falls upon a holiday, such docket will be called upon the day following.

Said docket and each of them will be called at the hour of ten o'clock in the morning of the day appointed, except otherwise specially designated, and all pending cases be heard or set for trial as the General Appraiser in attendance may direct.

Upon transmittal of records from ports other than New York to the Board of General Appraisers in cases in which local hearings are to be had

the sample will, after being properly carded (Form Cat. No. 183 or 184) for identification with such records, be retained in the local office for use at such hearings, and thereafter be immediately indorsed with the Board numbers and transmitted with such records to the Board of General Appraisers.

Notice of Calendar Call in Classification Cases.

XVI. In all New York protests on general calendars provided for in Rule III, the importer or his attorney of record shall be given twenty-one days' notice by mail, of the day and hour set for the call of the calendar according to Rule XXXVI.

In all protests arising at ports other than New York which are on the general calendar call at New York, the importer or his attorney of record shall be given fourteen days' notice, by mail, of the day and hour set for the call of the calendar.

In protests at ports other than the port of New York, where the Board holds regular classification hearings, there shall be given to the importer or his attorney of record fourteen days' notice, by mail, of the time and place set for the hearings, when practicable.

In protests which, on the call of the regular dockets, have been set for trial on a certain day, notice thereof will not be given to the parties in interest.

Access of Attorney to Papers.

XVII. All papers in cases before the Boards shall be kept in the office of the Chief Clerk until such cases have been duly submitted, when they shall be delivered by the chief clerk to the General Appraiser who has been assigned to write the opinion therein; except that the Assistant Attorney-General may be permitted, upon receipting therefor, to take any papers required by him to his office, to be retained there not longer than three days; but such time may be extended by the chairman of the Board having jurisdiction of the case, or the General Appraiser, where the same has been assigned to him for hearing or decision. Such extension shall be noted on a card on file in the office of the chief clerk of the General Board, but in all cases the papers shall be returned before the close of business hours of the day preceding any calendar call of the same. In classification cases, and in reappraisement cases where an open hearing has been granted, attorneys for interested parties may have access to all papers, for examination in the office of the chief clerk.

No importer, attorney, or representative of either, shall make any memorandum, or notation upon any jacket, cover, or other paper on file with the Board; but an importer, attorney, or his representative may, by direction or consent of a General Appraiser, make or sign any memorandum upon any such paper.

Copies of Records and Testimony.

XVIII. Parties in interest in a proceeding may, in the discretion of the Board or single General Appraiser having jurisdiction of the case, obtain a copy of the record of testimony in such proceeding upon paying to the chief clerk the sum of ten cents for each and every folio thereof, for the original copy, and five cents per folio for every additional copy. The moneys thus collected shall be covered into the Treasury of the United States.

Rehearings in Classification Cases.

XIX. A rehearing or retrial in classification cases may be granted by the Board rendering the decision, on motion of either party, in the case of any protest decided under the provisions of Section 14 of the Customs Administrative Act, as amended by Act of Congress approved May 27, 1908, entitled "An Act amending the Customs Administrative Act of June 10, 1890," as further amended by the Tariff Act of August 5, 1909, provided that the application be filed within thirty days from the date of its promulgation by the Board rendering the decision. Applications for such rehearings or retrials must be made in writing and succinctly and clearly state the grounds or reasons therefor. If on grounds not appearing from the record, the application must be verified by affidavit, setting out with reasonable particularity the facts alleged as its basis. Briefs may accompany such applications, but no oral argument shall be heard thereon except in such cases as the Board, in its discretion, may set for reargument. Such application shall be filed with the chief clerk, who shall place the same before the Board which rendered the decision.

XX. Where an application for a rehearing or retrial in a case involving classification and rate and amount of duty has been granted, the rehearing or retrial will not proceed unless the application for review of the Board's original decision shall have been vacated by order of the court where the same may be pending. When the Board granting the rehearing or retrial shall be satisfied that there is no appeal pending from its original decision, the protest shall be set for hearing before it on a regular trial day.

A record shall be kept by the chief clerk of the General Board, in which shall be recorded the number of the protest in which the application was made, the date of the filing of the application, the date of the original decision in the case, the date of the judgment of the Board thereon, and whether "granted" or "denied."

XXI. Where an appeal has been taken from the original decision of the Board, the action of the Board on such application for rehearing or retrial shall be immediately certified to the court in which such appeal is to be heard.

Orders — Records — Process.

XXII. The chief clerk of the General Board, or some duly appointed clerk or clerks in his office theretofore designated by the President of the General Board, shall act as the clerk of the classification boards, attend upon their sittings and record in a book kept for that purpose all orders, judgments, or decrees made or directed by said classification Boards, or any of them, or any member thereof, and shall issue under the seal of the General Board all process ordered or directed by said boards, or any of them, or any member thereof.

XXIII. The President of the General Board shall designate a clerk who shall, whenever required to do so, attend all reappraisement proceedings before a General Appraiser or before a Board of three General Appraisers, and shall issue under the seal of the General Board all process ordered by a General Appraiser of a Board of three General Appraisers, and do and perform such other duties in connection with said proceedings as he may be directed to do or perform by said General Appraiser or Board of three General Appraisers.

XXIV. All process other than notices of hearing issued by a Board of three General Appraisers, or any member thereof, shall be in the name of the President of the United States, and shall be under the seal of the Board and directed to the United States marshal of the district wherein the same is to be served, or to such other person as may be competent in the premises.

Depositions.

XXV. Commissions will be issued under the seal of the General Board to examine witnesses resident in another country or in a distant part of the United States not visited by a General Appraiser, whenever it shall appear satisfactorily to a General Appraiser or Board of General Appraisers before whom the case is pending that the testimony of said witnesses is necessary and important in a case pending and that the witnesses cannot attend the trial thereof.

Commissions will be issued only upon motion made in writing accompanied by affidavit duly verified, setting forth the same and address of the witness whose testimony is sought to be taken; the facts to be proven by him and the necessity for the same on the trial; and that the witness cannot be produced in person on the trial. A copy of the affidavit of notice shall be served upon the opposite party or his attorney not less than five days before the day on which the application will be presented to the Board for consideration.

Such commissions may be issued to an American consul, notary public, or other officer authorized to administer an oath, and the answers of the witnesses to both direct and cross-interrogatories shall be written down and the commission executed in the manner prescribed by Section 875 of the Revised Statutes of the United States, whereupon the commissioner shall return the same to the chief clerk of the General Board of General Appraisers, and the same shall thereafter be considered competent evidence in the case. The expense of such commission shall be borne by the party making application for the same.

Reappraisements.

XXVI. Reappraisements whether before a single General Appraiser or before a Board of General Appraisers, shall be either closed, open, or public. If closed hearings only those persons shall be present whom the General Appraiser or Board shall designate. In open hearings only the importer and his counsel and any duly authorized representatives of the Government, together with any witnesses called in the case, may be present. In public hearings any person may be present.

Reappraisement Boards shall meet according to Rule XXXVI.

Applications for Open Hearings in Reappraisement Cases.

XXVII. Applications for open hearings before a single General Appraiser, or a Board of General Appraisers, shall be made in writing, a copy of which shall be served upon the opposite party before being presented to such General Appraiser or Board of General Appraisers.

Release of Merchandise.

XXVIII. The Board, in all reappraisement cases pending before such Board, and any single General Appraiser, in all other reappraisements cases, will assent to the delivery of merchandise covered by reappraisement appeal whenever the importer shall comply with the regulations of the Secretary of the Treasury.

Samples — Custodian — Examination — Certification.

XXIX. There shall be designated a custodian of samples and sample rooms in the reappraisement division of the General Board of General Appraisers, who, under direction and as ordered by the President of the General Board, shall have exclusive charge of such samples. It shall be his duty to see that but one witness at a time on any particular case shall examine any of such samples and prepare his testimony, and that out of the presence of other witnesses, counsel or parties; and unless otherwise ordered by a General Appraiser or Board of General Appraisers, he shall exclude all other such from said sample room during such time. Where samples of goods are drawn upon release orders of a General Appraiser or Board of General Appraisers, unless otherwise ordered by them, such custodian shall superintend such drawing. He shall in all cases where the particular sample is not clearly designated, call to his assistance a representative of the importer and a representative of the local appraiser passing upon such goods, each of whom shall certify in writing to the drawing of such sample and its representative character.

Upon transmittal of records from ports other than New York to the Board of General Appraisers in cases in which local hearings are to be had the samples will, after being properly carded (Form Cat. No. 183 or 184) for identification with such records, be retained in the local office for use at such hearings, and thereafter be immediately indorsed with the Board numbers and transmitted with such records to the Board of General Appraisers.

Within ten days after final reappraisement in any appeal the merchandise or samples pertaining to such case which were forwarded to the General Appraisers by the collector, surveyor or appraiser at any of the ports, and which are unnecessary for the purpose of further controversy or as permanent samples, shall, after similar notice to that hereinafter provided, be returned to such official by mail, express, or freight, for legal disposition thereof, accompanied by transmittal cards in duplicate giving the Board serial number, name of appellant, and other needful data, the original card to be officially receipted and returned to the General Board for its file records, and the duplicate to be retained by the official of the port for the files of his office.

In cases where merchandise or samples are unnecessary for further use or as permanent samples, the Board shall, within ten days after final reappraisement, notify the party furnishing the same to call or send for such articles. After twenty days from date of such notice, if the articles are not claimed, a second notice shall be sent to the effect that if not claimed as per terms of first notice, such article will be turned over to the collector or other official of the port of New York for legal disposition of the same. After the expiration of the time stated in last notice, if such merchandise or articles are not claimed by parties furnishing the same, they shall be sent to such official

at the port of New York in like manner as hereinbefore provided for other reappraised merchandise or samples thereof, for legal disposition thereof.

Samples — Disposition.

XXX. Samples or articles in classification cases, forwarded as exhibits by collectors or other officials of ports, or subsequently furnished by protestants, shall remain in the custody of the General Board of General Appraisers for such time as they may be required for use of the Board, and in no event shall they be surrendered before decision is rendered in the protest to which they pertain, except upon written stipulation of both parties approved by the General Appraiser or Board.

Samples in decided protests shall not be surrendered until the expiration of sixty days from date of decision, to insure their availability in the event of appeal being lodged from said decision, unless a stipulation be made by the protestants and approved by counsel for the Government that no appeal will be taken, in which event they may be surrendered.

Samples in decided protests, if not called for, need not remain in custody more than one year, unless their use is material for future reference, in which event they may be retained indefinitely for file in the cabinets of the sample bureau. Whenever the retention of all the merchandise is unnecessary for the purposes of the appeal, and samples in decided protests are not longer required by any Board as hereinbefore set forth, they shall be returned to the collector or other proper official of the port from which they were forwarded as exhibits, in like manner as reappraised merchandise, accompanied also by duplicate cards bearing the Board number, and where practicable, the port serial number, name of protestant and other needful data, the original card to be receipted and returned to the General Board for its files, and the duplicate to be retained at the port. In event of written requests of appellants for return to them of such samples, the same may be delivered upon their filing receipt therefor.

Samples which have become totally changed by decomposition or fermentation and are offensive may be destroyed, but proper record of such disposition shall be made in each case.

Reports of Decisions.

XXXI. The President of the General Board shall forward to the Treasury Department at least once a week, a copy of all decisions, duly designated for publication or otherwise both as to classification and values, and shall furnish for publication by the Treasury Department comprehensive abstracts of all decisions not published in full.

Tea Board Meetings.

XXXII. Meetings of the Tea Board will be held upon call of the Chairman of said Board at such times and at such places as he may designate and as the exigencies of the business of that Board may demand. The jurisdiction and procedure of the Tea Board will be as provided under the act of March 2, 1897.

Supervision over Appraisements and Classifications.

XXXIII. The Board of General Appraisers will exercise such supervision over appraisements and classifications at the several ports as will enable them to observe and note any want of uniformity and any irregularity of procedure in such matters, and report the same to the Secretary of the Treasury for his action thereupon.

Records in Previous Trials as Evidence.

XXXIV. Where a question of the classification of imported merchandise is under consideration for decision by any one of the Boards, and a decision has been previously made involving the classification of goods substantially the same in character, the record and testimony taken in the latter case may, within the discretion of the Board, be admitted as evidence in the pending case on motion of either the Government or the importer, or on the Board's own order; *Provided*, That either party may have any one or more of the witnesses who testified in such case summoned for re-examination or cross-examination, as the case may be. This rule shall furthermore apply to the printed records which may have been acted on by the courts in case of appeals taken from the decisions of the Board.

General Board Meetings.

XXXV. The General Board will meet on the first Monday in each month at two o'clock in the afternoon, excepting during the months of July and August. Special meetings of the General Board will be had upon call of the President, timely notice of which shall be given, and he shall call such special meetings upon the written request of any two members of the General Board.

Dockets at the Port of New York.

General dockets of pending cases not suspensible, and not docketed for hearing at ports other than New York, will be disposed of and heard by the respective boards in accordance with the provisions of the following rule of procedure and practice adopted by the Board of General Appraisers on December 5, 1910:

XXVI. All hearings in classification cases before the Board of United States General Appraisers at the port of New York, shall hereafter be in the manner and times following, to wit:

Cases properly cognizable before Board 1 will be set for hearing and be heard by said Board on the various days of the first week of each month, except July and August.

Cases properly cognizable before Board 2 will be set for hearing and be heard by said Board on the various days of the second week of each month, except July and August.

Cases properly cognizable before Board 3 will be set for hearing and be heard by said Board on the various days of the third week of each month, except July and August.

A clerk, who shall act under the direction of the Board and the chief clerk as the clerk of the classification Boards, shall attend all hearings, and, under the direction of the chairman of the several classification Boards, in the first week of each month shall assign all the classification cases then pending

to the respective Boards having jurisdiction of the subject-matter involved, and shall set down for the various days of the first week of each succeeding month such cases as are properly cognizable before Board 1, and for the second week of each succeeding month such cases as are properly cognizable before Board 2, and for the third week of each succeeding month such cases as are properly cognizable before Board 3, assigning under the direction of the chairman of each Board as many cases for each day of said week as in the judgment of such chairman can be heard. Such cases shall be heard by the Board to which they are so assigned in their regular order, and the hearings thereon shall proceed from day to day until concluded.

The importer, or his attorney or attorneys of record, shall be given twenty-one days' notice, by mail, of the day and hour set for the hearing of classification cases under the operation of this rule.

Reappraisement cases appealed to a Board of three General Appraisers which are properly cognizable before Board 1 will be set for hearing and be heard by said Board on Fridays in the second and fourth week of each month, except July and August.

Such cases properly cognizable before Board 2 will be set for hearing and be heard by said Board on Fridays in the first and third week of each month, except July and August.

Such cases properly cognizable before Board 3 will be set for hearing and be heard by said board on Thursdays in the second and fourth week of each month, except July and August.

The Boards will convene for the hearing of both classification and reappraisement cases on the days designated by this rule at 10.30 A.M. For the purposes of this rule the first week of each month will be understood to be the week in which the first Monday occurs.

For the hearing and decision of such reappraisement cases as it may be important to hear and decide during the months of July and August, and such cases as cannot properly be heard at the times hereinabove provided for, the President of the General Board shall create a special board and set the cases for hearing at such times as may be required by the exigencies thereof.

Rule III of the Rules of Procedure and Practice before the Board of United States General Appraisers (T. D. 30506), adopted March 15, 1910, to supersede and take the place of Treasury Regulations contained in T. D. 24861, is hereby repealed in so far as the same may be in conflict herewith, and Rules IV, V, X, XV, XVI and XXVI of said Rules of Procedure and Practice (T. D. 30506), any other rules of the Board of General Appraisers or regulations of the Treasury Department, are modified and amended in so far as same may be in conflict herewith.

SALE OF UNCLAIMED, ABANDONED OR SEIZED MERCHANDISE.

U. S. Appraiser's Warehouse, 183 State Street.

Telephone, Oxford 3900.

Unclaimed merchandise not entered within one year after its arrival is sold at public auction.

Unclaimed perishable merchandise or merchandise deteriorating in value may be sold within the one-year limit under the provisions of Sections 2975 and 2976 Revised Statutes.

Merchandise which has been entered under bond and not withdrawn for consumption within three years is considered abandoned and sold in the same manner as unclaimed merchandise.

A number of sales of such merchandise are held each year, notice of sale being published three weeks in advance. The merchandise is examined and appraised by the United States Appraiser, and catalogues giving full description of the same, as well as the foreign and home value, together with the place of sale, are furnished to purchasers, who are allowed a reasonable time for the examination of such merchandise prior to the sale.

Deposits will be required at the option of the collector.

Personal papers and photographs found in unclaimed packages are not sold with the goods, but are retained in the Seizure Room and delivered to owners on proof of identity.

Payment to be made in current funds and no deliveries until full payment is made.

All articles sold by weight or gauge have been weighed or gauged by United States Weighers or Gaugers.

No allowance will be made for any deficiency or discrepancy that may be found.

Goods will be ready for delivery as soon as the permits can be prepared for the close of the sale.

Catalogues for all the sales will be sent by mail on application to the auditor's office, Customs House.

Merchandise can be abandoned by the importer within ten days from date of entry, as provided by Section 28, sub-section 22, of Act of August 5, 1909, and the importer is relieved from the payment of duties of the portion so abandoned; provided such merchandise so abandoned amounts to or exceeds ten per cent of the invoice value or quantity. Such merchandise is taken possession of by the collector and sold the same as unclaimed goods. No part of the proceeds of the sale is returned to the importer.

Such merchandise must be delivered by the importer at such places within the port as the collector may direct.

SPECIAL REGULATIONS CONCERNING PERISHABLE AND DANGEROUS GOODS.

Perishable goods, gunpowder and other dangerous or explosive substances, except firecrackers, cannot be deposited in warehouses; and if not immediately entered for export or transportation from the vessel in which imported, or entered for consumption, and the duties paid thereon, will be sold by the collector under the regulations governing unclaimed merchandise of a perishable nature.

REGULATIONS REGARDING THE DISINFECTION OF HIDES.

A certificate signed by the American Consular officer for the district from which hides are shipped, showing disinfection, will be required upon the entry of all hides of neat cattle which have not been subjected to a process of tanning, including calf skins and hide cuttings or parings or glue stock, with the following exceptions [which exceptions will not be made, however, in case of importations from districts where anthrax is prevalent].

1. Hides, whether wet or dry, the product of and exported from any port of North America.

2. Hard, sun-dried hides, also old and worn-out articles of manufacture made from raw hides, such as loom pickers and mallet heads imported as glue stock.

3. Hides and hide cuttings and parings or glue stock which have been lime dried after soaking for forty days in a strong lime wash, made by slaking quicklime in water, and containing sufficient lime to be of a creamy consistency.

4. Abattoir hides, the product of Sweden, Norway, New Zealand, Australia, or Great Britain, when accompanied by a certificate of an official veterinarian showing that the same were taken from cattle free from disease at the time of their slaughter.

5. Hides taken from American cattle killed in lairages in Great Britain.

TEA REGULATIONS.

Under the act of March 2, 1883, Bonded Warehouses for the storage of tea were established.

One of the provisions of the Act of March 2, 1897, provides that imported teas are to be stored at the Bonded Tea Warehouses awaiting examination by the appraiser in order to determine whether such teas are equal to the standard prescribed by law in the requisite purity and fitness for consumption. The tea is examined at the Warehouse, and if found equal to the legal standard, a permit is at once issued declaring the tea free from the control of the Customs authorities. Whenever the tea is not considered equal to the standard, the same is not released unless on re-examination called by the importer before a board of three General Appraisers the decision of the examiner is found in error. Tea which is rejected by the examiners must be exported within six months from the date of final examination, except when the teas have been rejected for excessive dust, in which case the excessive dust is destroyed by the Government, but the importer can retain the balance of the tea with the ten per cent of dust allowed by law. The collector must cause all rejected tea to be destroyed if not exported within the prescribed period.

The law provides for a commission of seven tea experts to be appointed annually by the Secretary of the Treasury for the purpose of establishing standards for the year. Tea that contains over ten per cent of dust, or which does not come up to the standard in quality cannot be imported.

A list of Special Tea Storage Warehouses can be obtained at the Boston Custom House.

HOW TO BECOME A BONDED WAREHOUSE PROPRIETOR.

In order to establish a bonded warehouse the owner or the lessee shall make application in writing to the Collector of the Port, describing the premises and location and stating the class of warehouse which it is proposed to bond. The application must be accompanied by a certificate signed by the President or Secretary of the Board of Fire Underwriters, where such Board exists, and other parts by the proper officers or agents of two or more insurance companies that the building offered is a suitable warehouse, acceptable for fire insurance purposes. The Collector will thereupon direct the Superintendent of Warehouses to examine the premises and report in writing the particulars relative to the location, construction and dimensions of the building, the means provided for the safe-keeping of merchandise, whether the building is separated from adjoining buildings by approved walls in which there is no door or other opening, and all other facts bearing on the subject. On receipt of such report the Collector will transmit the same to the Secretary of the Treasury, together with the application, the insurance certificates and an expression of his views thereon. To expedite the matter bonds may be executed in anticipation of approval and transmitted with the application, and on approval of the application a bond shall be executed in duplicate on the prescribed form in such penalty and with such security as the Collector may deem proper and sent to the Secretary of the Treasury for approval.

REGULATIONS REGARDING BONDING WAREHOUSES.

Application for Bonding United States Warehouses, for the Storage of Imported Merchandise in Bond, under the Warehouse Act, should be Addressed Collector of the Port, Customs House.

Warehouses in which unclaimed and bonded merchandise is stored, are known and designated as follows:

Class 1. Warehouses which are owned or leased by the Government and used for the storage of seized and unclaimed goods.

Class 2. Importers' private bonded warehouses occupied exclusively for the storage of imported merchandise owned by the proprietors and entered in bond.

Warehouses of this class shall be used only for the above purpose. Cellars and vaults may, in the discretion of the Secretary of the Treasury, be bonded in this class for the storage of wines and spirits only.

Class 3. Warehouses used for general storage of imported goods.

Class 4. Yards or sheds for the storage of heavy and bulky merchandise. Warehouses of this class are used exclusively for the storage of wool, coal, mahogany, dye wood, lumber, marble, molasses, sugar; railroad, pig and bar iron; anchors chains and other bulky materials.

Class 5. Bins or parts of buildings or of elevators to be used for the storage of grain.

Class 6. Warehouses for the manufacture, in bond, solely for exportation, of articles made in whole, or in part, of imported materials, as provided for by the tariff act of July 24, 1897. (See Section 23 following.)

Class 7. Warehouses for smelting and refining imported ores and crude metals to be exported in a refined but unmanufactured state.

The Tariff Act of August 5th, 1909, provides as follows:

SEC. 23. That all articles manufactured in whole or in part of imported materials, or of materials subject to internal revenue tax, and intended for exportation without being charged with duty and without having an internal revenue stamp affixed thereto shall, under such regulations as the Secretary of the Treasury may prescribe, in order to be so manufactured and exported, be made and manufactured in bonded warehouses similar to those known and designated in Treasury Regulations as bonded warehouses, class six: *Provided*, That the manufacturer of such articles shall first give satisfactory bonds for the faithful observance of all the provisions of law and of such regulations as shall be prescribed by the Secretary of the Treasury: *Provided further*, That the manufacturer of distilled spirits from grain, starch, molasses or sugar, including all dilutions or mixtures of them or either of them, shall not be permitted in such manufacturing warehouses.

Whenever goods manufactured in any bonded warehouse established under the provisions of the preceding paragraph shall be exported directly therefrom, or shall be duly laden for transportation and immediate exportation under the supervision of the proper officer, who shall be duly designated for that purpose, such goods shall be exempt from duty and from the requirements relating to the revenue stamps.

Any materials used in the manufacture of such goods, and any packages, coverings, vessels, brands, and labels used in putting up the same may, under the regulations of the Secretary of the Treasury, be conveyed without the payment of revenue tax or duty, into any bonded manufacturing warehouse, and imported goods may, under the aforesaid regulations, be transferred without the exaction of duty from any bonded warehouse into any bonded manufacturing warehouse; but this privilege shall not be held to apply to implements, machinery or apparatus to be used in the construction or repair of any bonded manufacturing warehouse, or for the prosecution of the business carried on therein.

No articles or materials received into such bonded manufacturing warehouses shall be withdrawn or removed therefrom except for direct shipment and exportation, or for transportation and immediate exportation in bond to foreign countries or to the Philippine Islands under the supervision of the officer duly designated therefor by the collector of the port, who shall certify to such shipment and exportation, or lading for transportation, as the case may be, describing the articles by their mark or otherwise, the quantity, the date of exportation, and the name of vessel: *Provided*, That the waste material or by-products incident to the processes of manufacture in said bonded warehouses may be withdrawn for domestic consumption on the payment of duty equal to the duty which would be assessed and collected, by law, if such waste or by-products were imported from a foreign country. All labor performed and services rendered under these provisions shall be under the supervision of a duly designated officer of the customs and at the expense of the manufacturer.

A careful account shall be kept by the collector of all merchandise delivered by him to any bonded manufacturing warehouse, and a sworn monthly return, verified by the customs officers in charge, shall be made by the manufacturers, containing a detailed statement of all imported merchandise used by him in the manufacture of exported articles.

Quincy Market Cold Storage and Warehouse Company

Main Office, 133 Commercial Street, Boston

We
Know
How

OPERATING

Charles River Stores 131 Beverly Street

Direct track connections with Boston
and Maine Railroad. Also lighter con-
nections and connection with all rail-
roads. Takes Boston Rate.

Constitution Stores 409 Commercial Street

Terminus of Merchants and Miners
Transportation Company's Steamers.
Rail connection with all railroads via
Union Freight Railroad.

Albany Terminal Stores 137 Kneeland Street

Direct rail connection with Boston and
Albany Railroad.

New Haven Terminal Stores 314 Congress Street

Direct rail connection with New York,
New Haven and Hartford Railroad.

TOTAL CAPACITY 9,146,000 CUBIC FEET

Ask
Those
Who
Store
With
Us

GENERAL STORAGE DEPARTMENT
BONDED AND FREE MERCHANDISE

GEORGE S. LOVEJOY, Manager

Before commencing business the proprietor of any manufacturing warehouse shall file with the Secretary of the Treasury a list of all the articles intended to be manufactured in such warehouses, and state the formula of manufacture and the names and quantities of the ingredients to be used therein.

Articles manufactured under these provisions may be withdrawn under such regulations as the Secretary of the Treasury may prescribe, for transportation and delivery into any bonded warehouse at an exterior port for the sole purpose of immediate export therefrom.

The provisions of Revised Statutes thirty-four hundred and thirty-three shall, so far as may be practicable, apply to any bonded manufacturing warehouse established under this act and to the merchandise conveyed therein.

LIST OF BONDED WAREHOUSES IN BOSTON.

AMERICAN SUGAR REFINING Co., Granite Street, South Boston (class 4).
Importers.

Boston & Maine Railroad, Hoosac Docks, Charlestown (classes 3 and 5).

BOSTON TERMINAL REFRIGERATOR Co., corner of Summer and Orleans Streets, East Boston (class 3). Four out of six warehouses cold storage.

LYON DUPUY & Co., Carleton's Wharf, East Boston (class 4).

MERCHANTS' WAREHOUSE Co., Fiske Wharf, Atlantic Avenue (class 3).

MASSACHUSETTS WHARF, TRUST, INC., New Street, East Boston (class 3).

MITCHELL WOODBURY Co., 560 Atlantic Avenue (class 2). Importers.

MANUFACTURERS STORAGE & WAREHOUSE Co., Mystic Wharf, Charlestown (class 3).

New York Central & Hudson River Railroad, Grand Junction Wharf, East Boston (classes 3 and 5).

NATIONAL DOCK & STORAGE WAREHOUSE Co., East Boston (class 3)

Quincy Market Cold Storage & Warehouse Co., Constitution Wharf, Atlantic Avenue; Charles River Stores, Beverly Street (class 3).

Terminal Wharf & Railroad Warehouse Co., Mystic Wharf, Charlestown (class 3).

PORTS AT WHICH BONDED WAREHOUSES ARE ESTABLISHED.

| | | | |
|--------------------|-------|------------------|-------|
| *Albany..... | N. Y. | *Charleston..... | S. C. |
| *Aguadilla..... | P. R. | Chattanooga..... | Tenn. |
| *Arecibo..... | P. R. | Chicago..... | Ill. |
| *Arroyo..... | P. R. | Cincinnati..... | Ohio |
| Baltimore..... | Md. | *Cleveland..... | Ohio |
| Bangor..... | Me. | Columbus..... | Ohio |
| Bath..... | Me. | Corry..... | Pa. |
| Belfast..... | Me. | Dayton..... | Ohio |
| Bonnors Ferry..... | Idaho | Denver..... | Col. |
| Boothbay..... | Me. | Detroit..... | Mich. |
| Boston..... | Mass. | Duluth..... | Minn. |
| Bridgeport..... | Conn. | Durham..... | N. C. |
| Brownsville..... | Tex. | Eagle Pass..... | Tex. |
| Buffalo..... | N. Y. | Eastport..... | Me. |
| Burlington..... | Vt. | El Paso..... | Tex. |
| Brunswick..... | Ga. | Evansville..... | Ind. |
| Cape Vincent..... | N. Y. | Everett..... | Wash. |
| Castine..... | Me. | *Fajardo..... | P. R. |

| | | | |
|---------------|-------|------------------|--------|
| Fall River | Mass. | Pittsburg | Pa. |
| Fernandina | Fla. | Plattsburg | N. Y. |
| Galveston | Tex. | *Ponce | P. R. |
| Gladstone | Mich. | Portal | N. D. |
| Gloucester | Mass. | Port Huron | Mich. |
| Grand Rapids | Mich. | Port Townsend | Wash. |
| Green Bay | Wis. | Portland | Me. |
| Hartford | Conn. | Portland | Ore. |
| Honolulu | H. I. | Portsmouth | N. H. |
| Houston | Tex. | *Providence | R. I. |
| *Humacas | P. R. | Provincetown | Mass. |
| Indianapolis | Ind. | Richmond | Va. |
| *Jacksonville | Fla. | Rochester | N. Y. |
| Kansas City | Mo. | Saginaw | Mich. |
| Key West | Fla. | Salem | Mass. |
| Laredo | Tex. | San Diego | Cal. |
| Lincoln | Neb. | San Francisco | Cal. |
| Louisville | Ky. | *Sandusky | Ohio |
| Los Angeles | Cal. | San Juan | P. R. |
| *Marquette | Mich. | Sault Ste. Marie | Mich. |
| *Mayaguez | P. R. | Savannah | Ga. |
| *Memphis | Tenn. | Seattle | Wash. |
| *Milwaukee | Wis. | Skagway | Alaska |
| Minneapolis | Minn. | Spokane | Wash. |
| *Nashville | Tenn. | Springfield | Mass. |
| New Haven | Conn. | *St. Augustine | Fla. |
| New London | Conn. | St. Joseph | Mo. |
| New Orleans | La. | *St. Louis | Mo. |
| New York | N. Y. | St. Michael | Alaska |
| Newark | N. J. | St. Paul | Minn. |
| Newport News | Va. | Superior | Wis. |
| Niagara Falls | N. Y. | Syracuse | N. Y. |
| *Norfolk | Va. | Tacoma | Wash. |
| Ogdensburg | N. Y. | Tampa | Fla. |
| Omaha | Neb. | Toledo | Ohio |
| Oswego | N. Y. | Utica | N. Y. |
| Pensacola | Fla. | *Washington | |
| *Peoria | Ill. | (Georgetown) | D. C. |
| Perth Amboy | N. J. | *Wilmington | Del. |
| Petersburg | Va. | *Wilmington | N. C. |
| Philadelphia | Pa. | Worcester | Mass. |

HOW TO BECOME A CUSTOMS HOUSE CARTMAN.

Any merchant, cartman or truckman, who is duly licensed by the city authorities, and who produces evidence of good character, may upon presenting his license and executing a bond in the sum of \$5000, with two sureties, or one authorized surety company, for the faithful performance of his duty, and after taking the prescribed oath be appointed a customs house cartman.

*At this port there is no bonded warehouse and the Customs House premises are used for storage.

BONDED CARTMEN IN BOSTON.

| | |
|----------------------------------|------------------------------------|
| Abbot and Fernald Co. | 237½ Congress Street |
| Adams, Charles A. | 34 South Market Street |
| American Express Co. | 43 Franklin Street |
| Armstrong Transfer Express Co. | 271 Albany Street |
| Baird, H. J., & Co. | 92 Central Street |
| Barr, Michael | 150 Milk Street |
| Barron, Henry S. | 70 Commercial Street |
| Baxter & Oldfield | 67 High Street |
| Bean, Charles E. | 76 Essex Street |
| Blinn, Morrill & Co. | 6 Chatham Row |
| Boston & Maine R.R. | Causeway Street |
| Boston Forwarding & Transfer Co. | No. 4 House, N.Y., N.H., & H. R.R. |
| Boston Trucking Co. | 51 Commercial Street |
| Bowen, C. F. | 2 Bowker Street |
| Bray, Willis C. | 244 Atlantic Avenue |
| Brine, R. S., Transportation Co. | 43 India Street |
| Bryant, H. T. | 329 A Street |
| Buchanan, Charles H. | 139 Congress Street |
| Bush, F. G., & Co. | 130 Broad Street |
| Butler, C., & Co. | 214 Purchase Street |
| Canessa, Joseph | 24 Merchants' Row |
| Chadbourne, George W. | 8 Commercial Street |
| Christie, Alex B. | 125 Broad Street |
| Christie, R. C., & Co. | 79 North Street |
| Christie, W. M., & Son. | 24 Custom House Street |
| Cobb, W. F., & Son. | 485 Atlantic Avenue |
| Cressey, M. D., & Co. | 109 South Market Street |
| Earle's Forwarding Co. | 79 Portland Street |
| Emerson, William M. | 208 Summer Street |
| Fifield, Richardson & Co. | 185 Franklin Street |
| Finnigan, Luke. | 117 Atlantic Avenue |
| Fisher, Howard H. | 115 Commerce Street |
| Fisk & Amsden. | 15 Chatham Street |
| Flanders, Lewis & Co. | 74 Broad Street |
| Frost Forwarding & Transfer Co. | 28 Minot Street |
| Glover & Co. | Cor. Purchase and Gridley Streets |
| Grimes, A. & Son. | 176 Atlantic Avenue |
| Haddock Brothers. | 35 Hartford Street |
| Hallett, W. L., Co. | 218 Tremont Street |
| Harney, James. | 68 Broad Street |
| Harris, E. S. & Son. | 199 South Street |
| Hanson, R. H. | 331 Medford Street, Charlestown |
| Healey, Maurice. | 4 Commercial Street |
| Higgins Brothers. | 26 Storer Street |
| Hussey, Asa M. | 30 Broad Street |
| Jenness Bros. Inc. | 21 Matthews Street |
| Johnson & Company. | 109 Kingston Street |
| Jordan, Marsh Co. | 450 Washington Street |

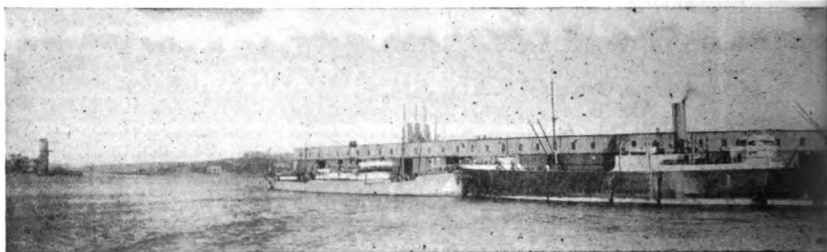
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IN CONSTRUCTION, EQUIPMENT,

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**Net Capacity 10,000,000 Cubic Feet
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***We will Erect and Lease Buildings
To Suit Tenants***

TERMINAL WHARF AND

H. H. Wiggin, President

**TERMINAL STREET,
F. W. Lawrence, Treasurer**

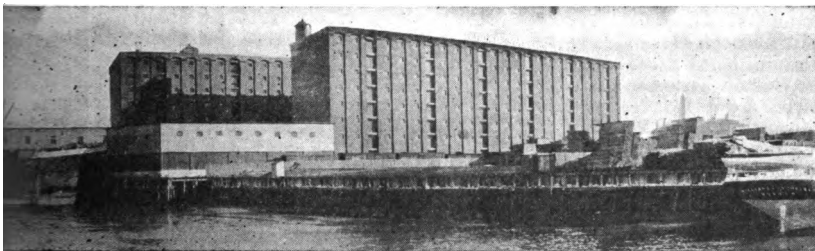
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By the Month or Year*

RAILROAD WAREHOUSE CO.

CHARLESTOWN, MASS.

S. G. Spear, Manager

Telephone 880 Charlestown

| | |
|--------------------------------|---------------------------------|
| Lawrence & Wiggin..... | 70 Kilby Street |
| Libby, T. & Co..... | 85 Purchase Street |
| Malone, W. E. & Co..... | 191 Atlantic Avenue |
| McCarthy Brothers..... | 107 Oliver Street |
| McCarthy, T. J..... | 243 South Street |
| McEnany, Edward L..... | 68 Broad Street |
| McEnany, J. W..... | 14 Fulton Street |
| Meads, J. B., & Co..... | 60 Broad Street |
| Moulton & Holmes..... | 206 Lincoln Street |
| Muldoon, J. N., Co..... | 270 Franklin Street |
| N. Y. C. & H. R. R.R. Co..... | Grand Junction Wharf, E. Boston |
| O'Keefe, M., Inc..... | Cor. North and Richmond Streets |
| O'Riorden, P. J..... | 6 City Square |
| Pierce, S. S., Co..... | Tremont and Beacon Streets |
| Pittsburg Plate Glass Co..... | 99 Portland Street |
| Prince, C. F., & Co..... | 537 Albany Street |
| Rowe, A. A., & Son Co..... | 32 India Street |
| Ryder, Willie P..... | Battery Wharf |
| Sampson, A. B., & Co..... | 35 Hawley Street |
| Sanders, W. C., & Co..... | 64 Broad Street |
| Smith, Joseph B..... | 133 Blackstone Street |
| Stanton, M. F..... | 62 Fulton Street |
| The Boston Transfer Co..... | 2 North Market Street |
| Towle, A., & Co..... | 98 High Street |
| Tuteen, E. G., & Co., Inc..... | 4 India Street |
| Whipple & Co., Inc..... | 311 South Street |
| Wiley, S. B., & Sons Co..... | 20 Long Wharf |
| Wilkins, F. D., & Co..... | 27 Commercial Street |
| Williams, John..... | Mercantile Street |
| Witherell, Warren F., Co..... | 91 Causeway Street |
| Woodbridge, F. D., & Co..... | Central Wharf |
| Woodsome, R., & Co..... | 48 Chatham Street |

HOW TO BECOME A BONDED LIGHTERMAN.

Any person, firm or corporation owning one or more lighters, barges, scows, propellers or other suitable vessels adapted for harbor transportation, upon presenting the United States license for said vessels, producing evidence of good character, and executing a bond in the sum of \$5000, with two sureties, or one authorized surety company, for each and every vessel, for the faithful performance of the business and taking the usual oath, may be appointed a customs house lighterman subject to the same rules and regulations as customs house cartmen.

BONDED LIGHTERMEN IN BOSTON.

| | |
|--|---|
| Boston Tow Boat Company..... | 501 Shawmut Building (business address) |
| John W. Dutton..... | Carleton's Wharf, East Boston |
| Eastern Steamship Corporation..... | India Wharf |
| McKie Lighter Co..... | Border Street, East Boston |
| Merchants Steam Lighter Co..... | Constitution Wharf |
| Merritt, Chapman Derrick & Salvage Co..... | 36 Atlantic Avenue |

HOW TO BECOME A BONDED CARRIER.

Common carriers desiring to transport merchandise in bond shall apply in writing to the Secretary of the Treasury through the Collector of Customs at the port where the bond will be filed. If the application is granted, a bond will be executed in duplicate on Form No. 879 (furnished by department), and transmitted to the Secretary of the Treasury for approval. When approved, one copy of the bond will be returned to the Collector for filing. To expedite the matter bonds may be executed in anticipation of approval and transmitted with the application. Any such bond may be discontinued at the pleasure of either party.

Practically every railroad, express company or steamship company doing an interstate business are bonded carriers.

HOW TO BECOME A CUSTOMS HOUSE BROKER.

(Public—No. 205, S. 6173.)

An Act to License Customs house Brokers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the collector or chief officer of the customs at any port of entry or delivery shall, upon application, issue to any person of good moral character, being a citizen of the United States, a license to transact business as a customs house broker in the collection district in which such license is issued, and on and after sixty days from the approval of this Act no person shall transact business as a customs house broker without a license granted in accordance with this provision; but this Act shall not be so construed as to prohibit any person from transacting business at a customs house pertaining to his own importations.

SEC. 2. That the collector or chief officer of the customs may at any time, for good and sufficient reasons, serve notice in writing upon any customs house broker so licensed to show cause why said license shall not be revoked, which notice shall be in the form of a statement specifically setting forth the grounds of complaint. The collector or chief officer of customs shall within ten days thereafter notify the customs house broker in writing of a hearing to be held before him within five days upon said charges. At such hearing the customs house broker may be represented by counsel, and all proceedings, including the proof of the charges and the answer thereto, shall be presented, with right of cross-examination to both parties, and a stenographic record of the same shall be made and a copy thereof shall be delivered to the customs

house broker. At the conclusion of such hearing the collector or chief officer of customs shall forthwith transmit all papers and the stenographic report of the hearing, which shall constitute the record in the case, to the Secretary of the Treasury for his action. Thereupon the said Secretary of the Treasury shall have the right to revoke the license of any customs house broker, in which case formal notice shall be given such customs house broker within ten days.

SEC. 3. That any licensed customs house broker aggrieved by the decision of the Secretary of the Treasury may, within thirty days thereafter, and not afterwards, apply to the United States circuit court for the circuit in which the collection district is situated for a review of such decision. Such application shall be made by filing in the office of the clerk of said court a petition praying relief in the premises. Thereupon the court shall immediately give notice in writing of such application to the Secretary of the Treasury, who shall forthwith transmit to said court the record and evidence taken in the case, together with a statement of his decision therein. The filing of such application shall operate as a stay of the revocation of the license. The matter may be brought on to be heard before the said court in the same manner as a motion, by either the United States district attorney or the attorney for the customs house broker, and the decision of said United States circuit court for the circuit in which the collection district is situated shall be upon the merits as disclosed by the record and be final, and the proceedings be remanded to the Secretary of the Treasury for further action to be taken in accordance with the terms of the decree.

SEC. 4. That the Secretary of the Treasury shall prescribe regulations necessary or convenient for carrying this Act into effect.

SEC. 5. That the word person wherever used in this Act shall include persons, co-partnerships, associations, joint stock associations, and corporations.

Approved June 10, 1910.

REGULATIONS.

1. The term "customs house broker" shall be taken to include all persons, firms, co-partnerships, corporations, associations, or joint-stock associations transacting customs business at a customs house in behalf of other persons generally.

2. Any person who is a citizen of the United States may be licensed as a customs broker upon application to the chief officer of the customs at the port where the business is to be transacted, provided that officer shall be satisfied that such person is of good moral character.

3. Firms or co-partnerships, and corporations, associations, or joint-stock associations may be so licensed, provided that all of the members of the firm or co-partnership have been duly licensed as customs brokers, or, in the case of a corporation, association, or joint-stock association, provided that the officers, agents, or attorneys designated to represent the same have been so licensed.

4. Individuals, firms, co-partnerships, corporations, associations, or joint-stock associations, or their employees, officers, agents, or attorneys transacting business at a customs house pertaining solely to their own importations or exportations are not required to be licensed.

5. Employees of duly licensed brokers will not be required to be licensed to act solely for their employers. All customs brokers shall file, however, with the chief officer of the customs at the port where the business is to be transacted an authorization specifically naming each employee who may transact customs business on behalf of such broker. Brokers will be required to promptly give notice of any changes in such employees; to exercise such discipline as will insure proper conduct on the part of their employees in the transaction of customs business, and will be held strictly responsible for the acts of such employees.

6. The application for license to transact business as a customs house broker will be substantially in the following form:

THE COLLECTOR OF CUSTOMS,

_____,
_____, 191-.

Sir: I, _____, being of good moral character and a citizen of the United States, do hereby apply for a license as customs house broker pursuant to the Act of Congress approved June 10, 1910.

I was born at _____, and (if foreign born) was naturalized in the _____ court, in the State of _____, on the _____ day of _____. (The original or certified copy of certificate of naturalization must be submitted with this application. If the applicant is a member of a partnership or firm, the other member or members of such partnership or firm must be stated in the space below. If an attorney, agent, or officer of a corporation, the State in which incorporated and the names of its officers must be given below.)

My place of business is _____.

STATE OF _____, County of _____, ss:

_____, being duly sworn, says he is the person who signed the foregoing application and that the statements therein are true.

Sworn to before me this _____ day of _____, 19-.

Blank forms of application will not be supplied by the Government, but blank forms of licenses will be furnished customs officers upon requisition therefor being made.

7. Upon receipt of such application and upon being satisfied of the truth of the statements therein a license shall be issued by the collector in the following form:

License for Customs House Broker, United States Customs Service.

Port of _____,
_____, 191-.

Serial No. _____.

This is to certify that _____, having furnished to me satisfactory evidence that he is entitled to a license as a customs house broker under the provisions of the Act of Congress approved June 10, 1910, is hereby licensed to transact business as a customs house broker in the collection district of _____.

Given under my hand and official seal this _____ day of _____, 191-.
_____, Collector.

Cable Address "Downing"

Telephone Main 309

T. D. Downing & Company
CUSTOM HOUSE BROKERS
IMPORT AND EXPORT FORWARDING AGENTS
MARINE INSURANCE

Through rates quoted to and from all parts of the world. (Freight and Express service.) Weighing and Warehousing attended to

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Drawbacks a Specialty
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Agencies at all the Principal Ports in United States and Foreign Countries

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134 STATE STREET, BOSTON, MASS.

8. When cause exists for revocation of a license, collectors will be careful to observe the provisions of Section 2 of the said Act.

9. The names of customs house brokers licensed and the names of any whose license may be finally revoked will be published from time to time in the Treasury Decisions.

The regulations promulgated in T. D. 30789 (circular 43) of July 19, 1910, governing the issuance of licenses for customs house brokers under the recent act are hereby superseded.

(13170.)

FRANKLIN MACVEAGH, *Secretary*.

FIRMS OF CUSTOMS BROKERS IN BOSTON.

| | |
|---|---------------------|
| Adams Express Co..... | 108 Arch Street |
| American Express Co..... | 43 Franklin Street |
| Baldwin, Austin & Co., Inc. | 110 State Street |
| Conkey, John A., & Co. | 134 State Street |
| Davies, Turner & Co. | 104 High Street |
| Downing, T. D., & Co. | 131 State Street |
| Eytinge & Co., Inc. | 110 State Street |
| Hammond, H. F. | 20 Long Wharf |
| International Freight Forwarding Co. | 87 Commercial Wharf |
| Mason, George A. | 170 Summer Street |
| Patterson, Wylde & Co. | 72 Kilby Street |
| Perry, F. C. | 20 Long Wharf |
| Pistorino, Joseph. | 178 North Street |
| Proctor, W. N., Co. | 15 India Street |
| Reading, W. B. | 126 State Street |
| Rice, Harold | 173 State Street |
| Roberts, F. L. & Co. | 156 State Street |
| Stewart, W. Miller. | 33 Broad Street |
| Stone & Downer Co. | 131 State Street |
| Tasker, A. L. | 87 Commercial Wharf |
| Wells, Fargo & Co. | 67 Franklin Street |
| Woods, W. A. | 110 State Street |

CUSTOMS NOTARY

FORWARDING AGENT

HAROLD RICE

Customs Broker

**173 STATE ST., BOSTON, MASS.
CORNER COMMERCIAL STREET**

MARINE AND FIRE INSURANCE

**Telephone
Richmond 1036**

ESTABLISHED 1889

INCORPORATED 1905

W. N. PROCTOR COMPANY

Customs Brokers

Import and Export Freight Agents

15 India Street, Boston, Massachusetts

TELEPHONE MAIN 2403

INFORMATION UPON SHIPPING BETWEEN THE UNITED STATES AND THE PHILIPPINE ISLANDS.

SHIPMENTS OF DOMESTIC PRODUCTS TO THE PHILIPPINE ISLANDS BY EXPRESS OR FREIGHT.

Certificates of origin may be placed on commercial invoices. Separate or independent certificates bearing Notarial Seal no longer required for Customs purposes.

In lieu of certificates of origin required under former regulations to insure exemption from customs duties in the Philippine Islands of shipments from the United States of all articles, except rice, the growth, product, or manufacture of the United States and its possessions to which the customs tariff in force in the United States is applied, and upon which no drawback of customs duties has been allowed in the United States,* signed commercial invoices will after date hereof be accepted for free-entry purposes upon full compliance with the following conditions:

Commercial invoices shall be furnished in duplicate and shall contain an accurate description of the merchandise itemized therein, showing the quantity, value, and weight, marks and numbers of packages and place of destination. Their presentation by consignees is required to effect customs clearance of importations into the Philippine Islands from the United States and its possessions by freight, express, through the mails, in the baggage of passengers, or by any other means: *Provided*, That collectors of customs may, in their discretion, waive the production of invoices for household or private effects of nominal value.

The original and duplicate invoices for merchandise the growth, product, or manufacture of the United States shall have the following certificate printed, written, typewritten, or stamped thereon:

I hereby certify that the above-described articles are of the growth, product, or manufacture of the United States, or its possessions, and that no drawback of import duties has been or will be claimed thereon, and that this invoice is true and correct in all particulars.

*Commercial invoices are required under the provisions of section 18 of the act of Congress approved August 5, 1909, known as the "Customs tariff of the Philippine Islands," for all articles imported into the Philippine Islands from the United States, although exporters in the United States have, in some instances, erroneously interpreted paragraph 9 of United States Treasury Department Circular No. 37, dated Washington, August 10, 1909, and reading in part, "This certificate (certificate of origin) will be accepted by the Philippine Government in lieu of any other official invoice," to mean that signed commercial invoices are not required. This is not the case, however, as the official invoice referred to meant the consular—or the equivalent of a consular—invoice bearing, instead of a United States consul's signature, the certificate of a United States commissioner, collector, or deputy collector of customs, such as were required under the provisions of the Philippine tariff law of 1905.

This certificate shall be signed on both original and duplicate invoices by the manufacturer, seller, or consignor of the merchandise, or by a duly authorized agent of such seller, manufacturer, or consignor, and both invoices (except for shipments by post) shall be mailed to the consignee of the merchandise for filing with the customs entry pertaining to the importation.

When shipments consist of both American and foreign products the articles shall, if not separately invoiced, be segregated and their origin clearly indicated on the invoice — the American by the certificate prescribed in the preceding paragraph, the foreign by the notation "foreign goods."

Merchandise of the growth, product, or manufacture of the United States and its possessions may be admitted to immediate free entry in cases where the certified commercial invoices prescribed herein have been delayed in transit or are not available at the time of entry, upon the filing of a bond by the consignee in a sum equal to double the amount of duties that would accrue upon a like importation of foreign merchandise, with sureties acceptable to the collector of customs, conditioned on the production of the corresponding certified invoices within 120 days from the date of filing the entry for the merchandise.

Invoices in duplicate, certified as provided in Paragraph III hereof, are required for all articles and merchandise received through the mails from the United States (except for consignments of one or more packages the value of which does not exceed ten (10) dollars United States currency). To insure prompt delivery, the original invoice of such shipments should be mailed to the postmaster, Manila, whether the corresponding package is addressed to Manila or to some other point in the Philippine Islands; the duplicate invoice should be mailed to the addressee.

Invoices for mail shipments may cover any number of packages bearing the same address and mailed on the same date.

NOTE. Customs clearance of mail packages will be facilitated if merchandise of the United States and articles of foreign manufacture are packed in separate packages and properly segregated in the invoices.

Shipments of Domestic Products to the Philippine Islands by Freight or Express.

A certificate of a customs officer as to drawback will not be issued for shipments of domestic products to the Philippine Islands by freight or express. Only a certificate of origin to be executed by the shipper in the following form and forwarded by him direct to the collector of customs at the port of entry of the merchandise into the Philippine Islands will be required for such products:

Certificate of Origin.

Merchandise Shipped to the Philippine Islands from the United States.

| Marks and Nos. | Description and quantity. | Value. | Exporter. | Vessel. | Consignee. | Date of shipment. |
|----------------|---------------------------|--------|-----------|---------|------------|-------------------|
| | | | | | | |

I, ———, do solemnly declare that I am the exporter of the merchandise specified above; that the description and other particulars of said merchandise are correct as set forth; that said merchandise is the growth, product, or manufacture of the United States, and that no claim for drawback of customs duties therein has been or will be made.

Subscribed and sworn to before me this ——— day of ———, 19—, *Exporter.*
[SEAL.] _____
(Title of officer.)

(This oath may be administered by any officer having a seal authorized to administer oaths.)

Certificate of official administering oath.

I hereby certify that ———, who executed the foregoing declaration, is personally known to me, and to the best of my knowledge and belief his statements are entitled to full credit.
[SEAL.] _____
(Title of officer.)

(This certificate to be executed by the officer administering the foregoing oath.)

Shipments of Domestic Products to the Philippine Islands by Mail.

A certificate of a customs officer as to drawback will not be issued for shipments of domestic products to the Philippine Islands by mail. The Philippine government will not require any certificate of origin for mail shipments of products of the United States valued at less than \$10. For mail shipments of such products valued at \$10 or over there will be required a certificate of origin executed by the shipper in substantially the same form as for shipments by freight or express, which certificate the shipper will forward with the package.

Customs Treatment in the Philippine Islands of Certain Articles.

The following articles are subject to the payment of internal-revenue tax or of duties upon arrival in the Philippine Islands: Cigars, cigarettes, tobacco, snuff, matches, and liquors; rice and goods which are not the growth, product, or manufacture of the United States; articles upon which drawback of customs duties has been claimed or allowed. The shipment of opium or preparations of opium to the Philippine Islands is prohibited.

Marking of Packages of Merchandise Shipped to the Philippine Islands on which Drawback is Claimed.

All packages of merchandise shipped to the Philippine Islands either by mail, freight, or express upon which drawback is claimed must be marked by the shipper "drawback claimed" in a conspicuous, legible, and permanent manner. Customs officers supervising the lading of goods exported to the said islands with benefit of drawback shall take special pains to see that the packages are so marked.

Issue of Debenture Certificates for Drawback Due on Merchandise Shipped to the Philippine Islands.

Debenture certificates for drawback due on merchandise exported to the Philippine Islands will be issued by collectors of customs only upon receipt of a certificate signed by the collector of customs of the said islands, showing either the payment of duty upon the merchandise at the port of entry or that it is provided for in the free list of the Philippine tariff.

Shipments of Philippine Products to the United States by Freight or Express.

A certificate of a customs officer as to drawback will not be required in the United States for shipments of Philippine products by freight or express. Only a certificate of origin, to be executed by the shipper in the following form and forwarded by him direct to the collector of customs at the port of entry into the United States, will be required for such products.

Certificate of Origin.

Merchandise Shipped to the United States from Philippine Islands.

| Marks | Description and quantity | Value. | Exporter. | Vessel | Consignee. | Date of shipment. |
|-------|--------------------------|--------|-----------|--------|------------|-------------------|
| | | | | | | |

Declaration of Exporter.

I, the undersigned, do solemnly and truly declare that I am the exporter of the merchandise specified above; that the description and other particulars of said merchandise are correct as set forth; that said merchandise is of the (a) growth, product, or manufacture of the Philippine Islands, and that no claim for drawback of customs duties has been or will be made thereon; (b) that the materials used in the manufacture of said merchandise were either of the growth or product of the Philippine Islands, or of the growth or product of the United States, or both; (c) that said merchandise contains no foreign

materials; (d) that said merchandise contains foreign materials to the value of _____ per centum of the total value thereof; (e) that said foreign materials consist of _____.

Subscribed and sworn to before me this _____ day of _____, 19____, _____, *Exporter.*
[SEAL.] _____, *Collector (or Deputy Collector) of Customs.*

NOTE. (a) Erase unnecessary words, according to character of merchandise. If not manufactured, also strike out (b), (c), (d), and (e). If the articles contain foreign materials, erase (c). If no foreign material therein, erase (d) and (e).

Bonds for the production of shipper's certificate of origin for merchandise claimed to be free of duty may be required for shipments by freight or express.

Shipments of Philippine Products to the United States by Mail.

A certificate of a customs officer as to drawback will not be required for shipments of Philippine products to the United States by mail. No certificate of origin will be required for mail shipments of products of the Philippine Islands valued at less than \$10. For mail shipments of such products valued at \$10 or over there will be required a certificate of origin executed by the shipper in substantially the same form as for shipments of such products to the United States by freight or express, which certificate the shipper will forward with the package. Bonds for the production of shipper's certificate of origin will not be accepted in the case of packages by mail.

Customs Treatment in the United States of Certain Articles.

The following articles are subject to the payment of internal-revenue tax or of duties upon arrival in the United States: Cigars, cigarettes, tobacco, snuff, and playing cards; rice; goods which are not the growth, product, or manufacture of the Philippine Islands or of the United States, or both; articles which contain foreign materials to the value of more than 20 per cent of the total value of such articles; and articles upon which drawback of customs duties has been claimed or allowed. The importation of smoking opium is absolutely prohibited. The importation of other forms of opium, for medicinal purposes, is governed by the act of February 9, 1909 (T. D. 29657).

Marking of Packages or Merchandise Shipped to the United States on which Drawback is Claimed.

The Philippine government will require all packages of merchandise shipped to the United States, either by mail, freight, or express, upon which drawback is claimed, to be marked by the shipper "Drawback claimed" in a conspicuous, legible, and permanent manner. This marking will serve as a notice to United States customs officers that duties are to be collected on the merchandise.

Blanks for Certificates of Origin.

As certificates of origin will no longer be certified by customs officers, blanks for certificates of origin which are to be executed by the shippers will not be furnished by the Government.

Invoice Required for Dutiable Goods.

Invoices will be required both in the Philippine Islands and in the United States for dutiable goods over \$100 in value. Blanks for invoices of shipments to the Philippine Islands may be obtained from the War Department, and for invoices of shipments to the United States from the Philippine customs officers.

Shippers should not pack dutiable goods with goods covered by certificates of origin.

Cigars and Cigarettes.

Cigars and cigarettes can not be imported into the United States by mail. They may be imported by freight or express if packed in boxes of not more than five hundred cigars in each box and in quantities of not less than three thousand in a single package.

Notations on I. T. Entries of Goods from the Philippine Islands to Show Direct or Indirect Shipment.

In order that the customs officers at ports of delivery may have more certain information as to whether or not shipments from the Philippine Islands are direct within the meaning of section 5 of the tariff act of 1909, collectors are instructed to make the following notations, according to the facts, on all I. T. entries covering Philippine products forwarded from their ports:

_____ (name of import vessel) arrived directly from Manila.

Or—

_____ (name of import vessel) arrived from _____ (name port), where this merchandise from the Philippines was transshipped.

A. PIATT ANDREW,
Assistant Secretary.

CUSTOMS INFORMATION FOR PASSENGERS ENTERING THE PORT OF BOSTON.

Paragraph 709, appearing in the free list of the present tariff act, governing passengers' baggage, reads as follows:

709. "Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in the United States; but this exemption shall only include such articles as actually accompany and are in the use of, and as are necessary and appropriate for the wear and use of such persons, for the immediate purposes of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale: *Provided*, That in case of residents of the United States returning from abroad, all wearing apparel and other personal effects taken by them out of the United States to foreign countries shall be admitted free of duty, without regard to their value, upon their identity being established, under appropriate rules and regulations to be prescribed by the Secretary of the Treasury, but no more than one hundred dollars in value of articles purchased abroad by such residents of the United States shall be admitted free of duty upon their return."

RESIDENTS OF THE UNITED STATES.

Residents of the United States must declare all articles which have been obtained abroad by purchase or otherwise, whether used or unused, and whether on their persons, in their clothing, or in their baggage. The foreign value of each article, stated in United States money, must also be declared.

Articles taken from the United States and remodeled, repaired, or improved abroad must be declared, and the cost of such remodeling, repairing, or improving must be separately stated.

The following articles are dutiable:

Household effects, including books, pictures, furniture, tableware, table linen, bed linen and other similar articles, unless used abroad by the owner for a period of a year or more.

Goods in the piece.

Articles of any nature intended for sale, or for other persons.

The following articles are free if under \$100 in value and if necessary for comfort and convenience for the purposes of the journey, and not for sale nor for other persons:

Clothing.

Toilet articles, such as combs, brushes, soaps, cosmetics, shaving and manicure sets, etc.

Personal adornments, jewelry, etc.

Similar personal effects, which may include —

Cameras, canes, fishing tackle, glasses (field, opera, marine), golf sticks, guns, musical instruments, parasols, photographs, smokers' articles, steamer rugs and shawls, toys, trunks, valises, etc.

Clothing and other personal effects taken out of the United States by the passenger *if not increased in value or improved in condition while abroad*. If

THE
**COPLEY-PLAZA
HOTEL**

COPLEY SQUARE, BOSTON

Our rates are as follows:

Single Room with Bath
\$3.00, \$3.50 and \$4.00

Double Room with Bath
\$5.00, \$6.00 and \$8.00

Under the same management as the
PLAZA HOTEL, New York

FRED STERRY, Managing Director
J. C. LA VIN, Manager

American House
and its
Rathskeller

Rooms centrally located to all
lines of transportation

Room: \$1 per day, upwards

Hanover Street, Boston

Boston Tavern

347 Washington Street

Business Men's Lunch

Private Dining Rooms

Rooms with bath \$2.00
per day and up

ARCHIE E. HURLBURT
Manager

**United States
Hotel**

Beach, Lincoln and Kingston
Streets, BOSTON, Mass.

Near South Terminal Station
and convenient to the great
retail shops, theatres and
places of interest

AMERICAN and EUROPEAN
PLANS

increased in value or improved in condition, they are dutiable on the cost of the repairs.

The above lists of articles which are dutiable and non-dutiable are stated for the assistance of passengers and are not exhaustive. *All articles are dutiable unless specifically exempted by law.*

Pack in one trunk, if practicable, all dutiable articles.

Receipted bills for foreign purchases should be presented whenever possible.

Use does not exempt from duty wearing apparel or other articles obtained abroad, but such articles will be appraised at their value in the condition as imported, due allowance being made for depreciation through wear and use.

NON-RESIDENTS OF THE UNITED STATES.

Non-residents of the United States are entitled to bring in free of duty, without regard to the one-hundred-dollar exemption, such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects, necessary and appropriate for their wear and use for the purposes of the journey and present comfort and convenience and which are not intended for other persons or for sale.

Citizens of the United States, or persons who have at any time resided in this country, shall be deemed to be residents of the United States, unless they shall have abandoned their residence in this country and acquired an actual bona fide residence in a foreign country.

Such citizens or former residents who desire the privileges granted by law to non-residents must show to the satisfaction of the collector's representative on the pier, subject to the collector's approval, that they have given up their residence in the United States and that they have become bona fide residents of a foreign country.

The residence of a wife follows that of the husband; and the residence of a minor child follows that of its parents.

GOODS OTHER THAN PERSONAL EFFECTS.

Household effects of persons or families from foreign countries will be admitted free of duty only if actually used abroad by them not less than one year, and if not intended for any other person, nor for sale. Such effects should be declared whether the passenger be a resident or a non-resident of the United States.

Articles intended for use in business, or for other persons, theatrical apparel, properties, and sceneries, must be declared by passengers, whether residents or non-residents.

CIGARS AND CIGARETTES.

All cigars and cigarettes must be declared. Each passenger over eighteen years of age may bring in free of duty fifty cigars or three hundred cigarettes if for the bona fide use of such passenger. Such cigars and cigarettes will be in addition to the articles included within the \$100 exemption.

BAGGAGE DECLARATIONS.

The law provides that every person entering the United States shall make a declaration and entry of his or her personal baggage. The law further requires that the values of articles shall be determined by customs officers, irrespective of the statements of passengers relative thereto.

It will thus be seen that there is no discourtesy in the requirement that both a declaration and an independent appraisal shall be made. Taken together, these requirements place the passenger in the same position as any other importer of merchandise.

Passengers should observe that on the sheet given them there are two forms of declarations; the one printed in black is for residents of the United States; the one in red, for nonresidents.

The exact number of pieces of baggage, including all trunks, valises, boxes, packages, and hand bags of any description accompanying the passenger, must be stated in the declaration.

The senior member of a family, present as a passenger, may make declaration for the entire family.

Ladies traveling alone should state that fact in their declarations in order that an expeditious examination of their baggage may be made.

When the declaration is prepared and signed, the coupon at the bottom of the form must be detached and retained by the passenger, and the form given to the officer of the ship designated to receive the same. A declaration spoiled in its preparation must not be destroyed, but turned over to the purser, who will furnish a new blank to the passenger.

After all the baggage and effects of the passenger have been landed upon the pier, the coupon which has been retained by the passenger must be presented at the inspector's desk, whereupon an inspector will be detailed to examine the baggage. Passengers must acknowledge in person, on the pier, their signature to their declarations.

Examination of any baggage may be postponed if the passenger requests the officer taking his declaration to have it sent to the appraiser's store.

Passengers must not deduct the \$100 exemption in making out their declarations. Such deductions will be made by customs officers on the pier.

CONTESTED VALUATION.

Passengers dissatisfied with values placed upon dutiable articles by the customs officers on the pier may demand a re-examination, but application therefor should be immediately made to the officers there in charge. If for any reason this course is impracticable, the packages containing the articles should be left in customs custody and application for reappraisal made to the collector of customs, in writing, within ten days after the original appraisal. *No request for reappraisal can be entertained after the articles have been removed from customs custody.*

MISCELLANEOUS PROVISIONS.

Currency (or certified checks after June 1, 1911) only can be accepted in payment of duties, but, upon request, baggage will be retained on the piers for twenty-four hours to enable the owner to secure currency or certified checks.

The offering or gratuities or bribes to customs officers is a violation of law. Customs officers who accept gratuities or bribes will be dismissed from the service, and all parties concerned will be liable to criminal prosecution.

Discourtesy or incivility on the part of customs officers should be reported to the collector at the customhouse, to the deputy collector or the deputy surveyor at the pier, or to the Secretary of the Treasury.

BAGGAGE FOR TRANSPORTATION IN BOND.

Baggage intended for delivery at ports in the United States other than the port of arrival, or in transit through the United States to a foreign country, may be forwarded thereto without the assessment of duty at the port of arrival, by the various railroads and express companies, whose representatives will be found on the pier.

Passengers desiring to have their baggage forwarded in bond should indicate such intention and state the value thereof in their declarations before any examination of the baggage has been made.

SEALSKIN GARMENTS.

An act of Congress of 1897, as amended in 1910, expressly forbids the importation into the United States of garments made in whole or in part of the skins of seals taken in the waters of the Pacific Ocean; and unless the owner is able to establish by competent evidence and to the satisfaction of the collector that the garments are not prohibited, they cannot be admitted.

PENALTY FOR NOT DECLARING ARTICLES OBTAINED ABROAD.

Under Section 2802 and 3082 of the Revised Statutes of the United States, articles obtained abroad and not declared are subject to seizure, and the passenger is liable to criminal prosecution.

CUSTOMS HOUSE STATISTICS FOR THE YEARS 1911 AND 1912.

| | 1911 | 1912 |
|---|--------------|--------------|
| Vessels entered, foreign..... | 1,376 | 1,422 |
| Vessels cleared, foreign..... | 1,112 | 1,127 |
| Entries of merchandise for consumption..... | 28,350 | 30,909 |
| Entries of merchandise for warehouse..... | 2,757 | 3,802 |
| Entries, informal and free..... | 15,866 | 17,813 |
| Entries, Specie..... | 9 | 13 |
| Entries, Warehouse and Transportation..... | 70 | 96 |
| Entries, Withdrawal and Transportation..... | 272 | 182 |
| Entries, Immediate Transportation..... | 6,318 | 6,221 |
| Entries, Withdrawals from Warehouse and Immediate Export..... | 212 | 120 |
| Entries, Withdrawal for consumption..... | 15,080 | 17,031 |
| Entries, For benefit of drawback..... | 1,215 | 1,179 |
| Entries, Regular, received..... | 47,001 | 52,717 |
| Entries, Appraisement orders..... | 3,933 | 4,677 |
| Entries, Parcel post..... | 15,672 | 16,884 |
| Entries, Parcel free..... | 1,218 | 1,108 |
| Entries, Parcels dutiable..... | 14,454 | 15,776 |
| Parcels over \$100..... | 47 | 92 |
| Number of packages sent to public stores..... | 77,078 | 86,482 |
| Number of packages delivered by public stores..... | 79,641 | 87,943 |
| Number of packages corded and sealed..... | 17,747 | 18,662 |
| Protests filed against Collector's decisions..... | 2,842 | 2,299 |
| Protests disposed of by Collector..... | 251 | 210 |
| Protests disposed of by Board of General Appraisers..... | 3,378 | 2,951 |
| Seizures made other than at the Post Office..... | 211 | 210 |
| Number of Certificates of owners of Seal-skin Garments..... | 81 | 57 |
| Number of Certificates of Personal Effects, etc..... | 380 | 336 |
| Number of Indemnity Bonds taken..... | 27,393 | 30,608 |
| Invoices received and sent to Appraiser..... | 51,584 | 58,995 |
| Invoices returned from Appraiser..... | 57,205 | 63,069 |
| Amount of refunds paid..... | \$275,092.40 | \$287,714.01 |
| Amount of Drawbacks paid..... | 154,703.34 | 427,373.44 |
| Amount collected for cartage, labor and storage on Sample Packages..... | 4,326.06 | 5,152.90 |
| Amount collected for cartage, labor and storage on regular Merchandise, Public Store..... | | |
| Amount of head tax collected..... | 197,460.00 | 226,588.00 |
| Amount of immigration fines collected..... | 2,301.00 | 21,800.00 |
| Amount of navigation fines collected..... | 677.00 | 746.00 |
| Amount of customs, fines, penalties and forfeitures collected..... | 46,939.52 | 8,995.09 |
| Amount of tonnage tax collected..... | 95,575.84 | 99,502.48 |

| | 1911 | 1912 |
|---|---------------|---------------|
| Amount collected for duties and fines on first and second Cabin Baggage..... | \$88,615.00 | \$97,439.97 |
| Amount collected for duties and fines on Steerage Baggage..... | | |
| Amount collected for duties on merchandise received through mails..... | 65,786.69 | 95,199.16 |
| Amount of duties collected..... | 21,622,710.98 | 27,013,659.24 |
| Value of Imports, Free..... | 60,406,520.00 | 76,305,739.00 |
| Value of Imports, Dutiable..... | 55,255,533.00 | 74,312,504.00 |
| Value of Exports, Foreign..... | 1,459,262.00 | 891,360.00 |
| Value of Exports, Domestic..... | 72,454,063.00 | 64,801,286.00 |

List of ports to which goods may be sent immediately without appraisement, under the Act of June 10, 1880.

By special customs acts, merchandise which is invoiced and consigned to any of the following ports may be transported immediately without appraisement within ten days, Sundays and holidays included. No portion of an invoice, however, shall be entered for immediate transportation without appraisement. Special entry blanks are issued for this privilege. Apply at the Customs House.

Ports to which Merchandise may be Transported without Appraisement:

| | | |
|----------------------|---------------------|----------------------|
| Albany, N. Y. | Erie, Pa. | Newport, R. I. |
| Astoria, Ore. | Evansville, Ind. | Newport News, Va. |
| Atlanta, Ga. | Everett, Wash. | New York, N. Y. |
| Baltimore, Md. | Fall River, Mass. | Niagara Falls, N. Y. |
| Bangor, Me. | Fernandina, Fla. | Nogales, Ariz. |
| Bath, Me. | Galveston, Tex. | Norfolk, Va. |
| Bellingham, Wash. | Gladstone, Mich. | Norwalk, Conn. |
| Birmingham, Ala. | Gloucester, Mass. | Oakland, Cal. |
| Boston, Mass. | Grand Haven, Mich. | Ocala, Fla. |
| Bridgeport, Conn. | Grand Rapids, Mich. | Ogdensburg, N. Y. |
| Buffalo, N. Y. | Greenbay, Wis. | Omaha, Neb. |
| Burlington, Vt. | Greenwich, Conn. | Oswego, N. Y. |
| Brunswick, Ga. | Hartford, Conn. | Peoria, Ill. |
| Calais, Me. | Honolulu, Hawaii | Petersburg, Va. |
| Charleston, S. C. | Houston, Tex. | Petoskey, Mich. |
| Chattanooga, Tenn. | Indianapolis, Ind. | Philadelphia, Pa. |
| Chicago, Ill. | Jacksonville, Fla. | Pittsburg, Pa. |
| Cincinnati, Ohio | Kansas City, Mo. | Port Arthur, Tex. |
| Cleveland, Ohio | Key West, Fla. | Port Huron, Mich. |
| Coal City, Ill. | Knoxville, Tenn. | Portland, Me. |
| Columbus, Ohio | Laredo, Tex. | Portland, Ore. |
| Corry, Pa. | Lincoln, Neb. | Portsmouth, N. H. |
| Council Bluffs, Iowa | Los Angeles, Cal. | Port Townsend, Wash. |
| Dayton, Ohio | Louisville, Ky. | Providence, R. I. |
| Denver, Colo. | Marquette, Mich. | Richmond, Va. |
| Des Moines, Iowa | Memphis, Tenn. | Rochester, N. Y. |
| Detroit, Mich. | Middletown, Conn. | St. Augustine, Fla. |
| Dubuque, Iowa | Milwaukee, Wis. | St. Joseph, Mo. |
| Duluth, Minn. | Minneapolis, Minn. | St. Louis, Mo. |
| Dunkirk, N. Y. | Mobile, Ala. | St. Paul, Minn. |
| Durham, N. C. | Nashville, Tenn. | Sabine Pass, Tex. |
| Eagle Pass, Tex. | Newark, N. J. | Saginaw, Mich. |
| Eastport, Me. | New Bedford, Mass. | Salt Lake City, Utah |
| El Paso, Tex. | New Haven, Conn. | San Antonio, Tex. |
| Enfield, Conn. | New Orleans, La. | San Diego, Cal. |

Sandusky, Ohio
San Francisco, Cal.
Sault Ste. Marie, Mich.
Savannah, Ga.
Seattle, Wash.
Sioux City, Iowa
South Manchester, Conn.
Spokane, Wash.

Springfield, Mass.
Stamford, Conn.
Superior, Wis.
Syracuse, N. Y.
Tacoma, Wash.
Tampa, Fla.
Titusville, Pa.
Toledo, Ohio

Utica, N. Y.
Vanceboro, Me.
Washington, D. C.
Wilmington, Del.
Wilmington, N. C.
Worcester, Mass.

At the following list of ports merchandise may be entered for transportation to other ports without appraisement:

Ashtabula, Ohio
Alburl, Vt.
Astoria, Ore.
Baltimore, Md.
Bangor, Me.
Bath, Me.
Bay City, Mich.
Beecher Falls, Vt.
Blaine, Wash.
Boston, Mass.
Brunswick, Ga.
Brownsville, Tex.
Buffalo, N. Y.
Burlington, Vt.
Calais, Me.
Charleston, S. C.
Chicago, Ill.
Cleveland, Ohio
Detroit, Mich.
Duluth, Minn.
Eagle Pass, Tex.
Eastport, Idaho
Eastport, Me.
El Paso, Tex.
Everett, Wash.
Fernandina Fla.

Galveston, Tex.
Gladstone, Mich.
Honolulu, Hawaii.
Island Pond, Vt.
Holeb, Me.
Key West, Fla.
Knights Key, Fla.
Laredo, Tex.
Los Angeles, Cal.
Malone, N. Y.
Marquette, Mich.
Miami, Fla.
Milwaukee, Wis.
Mobile, Ala.
New London, Conn.
New Orleans, La.
Newport, Vt.
Newport News, Va.
New York, N. Y.
Niagara Falls, N. Y.
Nogales, Ariz.
Norfolk, Va.
Ogdensburg, N. Y.
Pensacola, Fla.
Philadelphia, Pa.
Port Huron, Mich.

Portal, N. Dak.
Port Arthur, Tex.
Portland, Me.
Portland, Ore.
Port Townsend, Wash.
Ranier, Minn.
Richford, Vt.
Rochester, N. Y.
Rouse, Point, N. Y.
St. Albans, Vt.
St. Vincent, Minn.
San Diego, Cal.
San Francisco, Cal.
Sault Ste. Marie, Mich.
Savannah, Ga.
Seattle, Wash.
Sioux City, Iowa.
Sumas, Wash.
Tacoma, Wash.
Tampa, Fla.
Texas City, Tex.
Toledo, Ohio
Vanceboro, Me.
Wilmington, N. C.

Old Colony Trust Company

Capital . . . \$6,000,000

Surplus . . . 8,000,000

¶ Receives interest-bearing accounts subject to check and time deposits and savings accounts at special rates of interest.

¶ Furnishes drafts, letters of credit and travelers checks available in all parts of the world.

¶ Acts, through its Trust Department, as administrator, executor, trustee or agent with all powers that are given individuals.

¶ Modern safe deposit vaults at both offices.

COURT STREET **BOSTON** TEMPLE PLACE

ENGLAND

Sovereign or Pounds Sterling at \$4.8665, Converted into
United States Currency

1 Shilling—\$0.243325 Penny—\$0.020277 $\frac{1}{4}$

Shilling

| <i>Sovereign</i> | <i>Dollars</i> | <i>Pounds</i> | <i>Dollars</i> | <i>Pounds</i> | <i>Dollars</i> | <i>Pounds</i> | <i>Dollars</i> |
|------------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 1 | .24 | 15 | 73.00 | 52 | 253.06 | 89 | 433.12 |
| 2 | .49 | 16 | 77.86 | 53 | 257.92 | 90 | 437.99 |
| 3 | .73 | 17 | 82.73 | 54 | 262.79 | 91 | 442.85 |
| 4 | .97 | 18 | 87.60 | 55 | 267.66 | 92 | 447.72 |
| 5 | 1.22 | 19 | 92.46 | 56 | 272.52 | 93 | 452.58 |
| 6 | 1.46 | 20 | 97.33 | 57 | 277.39 | 94 | 457.45 |
| 7 | 1.70 | 21 | 102.20 | 58 | 282.26 | 95 | 462.32 |
| 8 | 1.95 | 22 | 107.06 | 59 | 287.12 | 96 | 467.18 |
| 9 | 2.19 | 23 | 111.93 | 60 | 291.99 | 97 | 472.05 |
| 10 | 2.43 | 24 | 116.80 | 61 | 296.86 | 98 | 476.92 |
| 11 | 2.68 | 25 | 121.66 | 62 | 301.72 | 99 | 481.78 |
| 12 | 2.92 | 26 | 126.53 | 63 | 306.59 | 100 | 486.65 |
| 13 | 3.16 | 27 | 131.40 | 64 | 311.46 | 150 | 729.98 |
| 14 | 3.41 | 28 | 136.26 | 65 | 316.32 | 200 | 973.30 |
| 15 | 3.65 | 29 | 141.13 | 66 | 321.19 | 250 | 1,216.63 |
| 16 | 3.89 | 30 | 146.00 | 67 | 326.06 | 300 | 1,459.95 |
| 17 | 4.14 | 31 | 150.86 | 68 | 330.92 | 350 | 1,703.28 |
| 18 | 4.38 | 32 | 155.73 | 69 | 335.79 | 400 | 1,946.60 |
| 19 | 4.62 | 33 | 160.59 | 70 | 340.66 | 450 | 2,189.93 |
| | | 34 | 165.46 | 71 | 345.52 | 500 | 2,433.25 |
| | | 35 | 170.33 | 72 | 350.39 | 550 | 2,676.58 |
| <i>Pounds</i> | <i>Dollars</i> | 36 | 175.19 | 73 | 355.25 | 600 | 2,919.90 |
| 1 | 4.87 | 37 | 180.06 | 74 | 360.12 | 650 | 3,163.23 |
| 2 | 9.73 | 38 | 184.93 | 75 | 364.99 | 700 | 3,406.55 |
| 3 | 14.60 | 39 | 189.79 | 76 | 369.85 | 750 | 3,649.88 |
| 4 | 19.47 | 40 | 194.66 | 77 | 374.72 | 800 | 3,893.20 |
| 5 | 24.33 | 41 | 199.53 | 78 | 379.59 | 850 | 4,136.53 |
| 6 | 29.20 | 42 | 204.39 | 79 | 384.45 | 900 | 4,379.85 |
| 7 | 34.07 | 43 | 209.26 | 80 | 389.32 | 950 | 4,623.18 |
| 8 | 38.93 | 44 | 214.13 | 81 | 394.19 | 1,000 | 4,866.50 |
| 9 | 43.80 | 45 | 218.99 | 82 | 399.05 | 2,000 | 9,733.00 |
| 10 | 48.67 | 46 | 223.86 | 83 | 403.92 | 3,000 | 14,599.50 |
| 11 | 53.53 | 47 | 228.73 | 84 | 408.79 | | |
| 12 | 58.40 | 48 | 233.59 | 85 | 413.65 | | |
| 13 | 63.26 | 49 | 238.46 | 86 | 418.52 | | |
| 14 | 68.13 | 50 | 243.33 | 87 | 423.39 | | |
| | | 51 | 248.19 | 88 | 428.25 | | |

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THE
Mutual National Bank
OF BOSTON

40 STATE STREET

An unpretentious, independent and conservative small bank, owned and managed by men of the trustee and investment type.

Especially attractive to reserve and investment deposits.

Has no speculative interests or inclinations, or speculative accounts that must be protected in times of financial trouble.

Is not engaged in promoting, nor has it any restraining affiliations of any kind.

Small enough to bring within reach its entire premises and force for the comfortable conduct of the business of its depositors.

An absolutely unbiased and always accessible source of financial and business information for its customers.

Lee, Higginson & Co.

BOSTON

NEW YORK

CHICAGO

HIGGINSON & CO., LONDON

Investment Securities Letters of Credit Foreign Exchange

DRAWN ON

Messrs. N. M. ROTHSCHILD & SONS, London

Messrs. COUTTS & COMPANY, London

Messrs. MORGAN, HARJES & COMPANY, Paris

Messrs. M. M. WARBURG & COMPANY, Hamburg

Messrs. GEBRÜDER SCHICKLER, Berlin

Members

**NEW YORK, BOSTON, PHILADELPHIA and CHICAGO
STOCK EXCHANGES**

**FRANCE, BELGIUM AND SWITZERLAND — Francs; ITALY — Liras;
GREECE — Drachma; SPAIN — Peseta; VENEZUELA — Bolivar;
FINLAND — Mark at \$0.193, Converted into United
States Currency**

| <i>Francs</i> | <i>Dollars</i> | <i>Francs</i> | <i>Dollars</i> | <i>Francs</i> | <i>Dollars</i> | <i>Francs</i> | <i>Dollars</i> |
|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 1 | .193 | 35 | 6.755 | 69 | 13.317 | 400 | 77.20 |
| 2 | .386 | 36 | 6.948 | 70 | 13.510 | 500 | 96.50 |
| 3 | .579 | 37 | 7.141 | 71 | 13.703 | 600 | 115.80 |
| 4 | .772 | 38 | 7.334 | 72 | 13.896 | 700 | 135.10 |
| 5 | .965 | 39 | 7.527 | 73 | 14.089 | 800 | 154.40 |
| 6 | 1.158 | 40 | 7.720 | 74 | 14.282 | 900 | 173.70 |
| 7 | 1.351 | 41 | 7.913 | 75 | 14.475 | 1,000 | 193.00 |
| 8 | 1.544 | 42 | 8.106 | 76 | 14.668 | 1,500 | 289.50 |
| 9 | 1.737 | 43 | 8.299 | 77 | 14.861 | 2,000 | 386.00 |
| 10 | 1.930 | 44 | 8.492 | 78 | 15.054 | 2,500 | 482.50 |
| 11 | 2.123 | 45 | 8.685 | 79 | 15.247 | 3,000 | 579.00 |
| 12 | 2.316 | 46 | 8.878 | 80 | 15.440 | 3,500 | 675.50 |
| 13 | 2.509 | 47 | 9.071 | 81 | 15.633 | 4,000 | 772.00 |
| 14 | 2.702 | 48 | 9.264 | 82 | 15.826 | 4,500 | 868.50 |
| 15 | 2.895 | 49 | 9.457 | 83 | 16.019 | 5,000 | 965.00 |
| 16 | 3.088 | 50 | 9.650 | 84 | 16.212 | 5,500 | 1061.50 |
| 17 | 3.281 | 51 | 9.843 | 85 | 16.405 | 6,000 | 1158.00 |
| 18 | 3.474 | 52 | 10.036 | 86 | 16.598 | 6,500 | 1254.50 |
| 19 | 3.667 | 53 | 10.229 | 87 | 16.791 | 7,000 | 1351.00 |
| 20 | 3.860 | 54 | 10.422 | 88 | 16.984 | 7,500 | 1447.50 |
| 21 | 4.053 | 55 | 10.615 | 89 | 17.177 | 8,000 | 1544.00 |
| 22 | 4.246 | 56 | 10.808 | 90 | 17.370 | 8,500 | 1640.50 |
| 23 | 4.439 | 57 | 11.001 | 91 | 17.563 | 9,000 | 1737.00 |
| 24 | 4.632 | 58 | 11.194 | 92 | 17.756 | 9,500 | 1833.50 |
| 25 | 4.825 | 59 | 11.387 | 93 | 17.949 | 10,000 | 1930.00 |
| 26 | 5.018 | 60 | 11.580 | 94 | 18.142 | 20,000 | 3860.00 |
| 27 | 5.211 | 61 | 11.773 | 95 | 18.335 | 30,000 | 5790.00 |
| 28 | 5.404 | 62 | 11.966 | 96 | 18.528 | 40,000 | 7720.00 |
| 29 | 5.597 | 63 | 12.159 | 97 | 18.721 | 50,000 | 9650.00 |
| 30 | 5.790 | 64 | 12.352 | 98 | 18.914 | 60,000 | 11580.00 |
| 31 | 5.983 | 65 | 12.545 | 99 | 19.107 | 70,000 | 13510.00 |
| 32 | 6.176 | 66 | 12.738 | 100 | 19.30 | 80,000 | 15440.00 |
| 33 | 6.369 | 67 | 12.931 | 200 | 38.60 | 90,000 | 17370.00 |
| 34 | 6.562 | 68 | 13.124 | 300 | 57.90 | 100,000 | 19300.00 |

GERMANY

Marks at \$0.238, Converted into United States Currency

| Marks | Dollars | Marks | Dollars | Marks | Dollars | Marks. | Dollars |
|-------|---------|-------|---------|-------|---------|---------|-----------|
| 1 | .238 | 35 | 8.330 | 69 | 16.422 | 400 | 95.20 |
| 2 | .476 | 36 | 8.568 | 70 | 16.660 | 500 | 119.00 |
| 3 | .714 | 37 | 8.806 | 71 | 16.898 | 600 | 142.80 |
| 4 | .952 | 38 | 9.044 | 72 | 17.136 | 700 | 166.60 |
| 5 | 1.190 | 39 | 9.282 | 73 | 17.374 | 800 | 190.40 |
| 6 | 1.428 | 40 | 9.520 | 74 | 17.612 | 900 | 214.20 |
| 7 | 1.666 | 41 | 9.758 | 75 | 17.850 | 1,000 | 238.00 |
| 8 | 1.904 | 42 | 9.996 | 76 | 18.088 | 1,100 | 261.80 |
| 9 | 2.142 | 43 | 10.234 | 77 | 18.326 | 1,200 | 285.60 |
| 10 | 2.380 | 44 | 10.472 | 78 | 18.564 | 1,300 | 309.40 |
| 11 | 2.618 | 45 | 10.710 | 79 | 18.802 | 1,400 | 332.20 |
| 12 | 2.856 | 46 | 10.948 | 80 | 19.040 | 1,500 | 357.00 |
| 13 | 3.094 | 47 | 11.186 | 81 | 19.278 | 1,600 | 380.80 |
| 14 | 3.332 | 48 | 11.424 | 82 | 19.516 | 1,700 | 404.60 |
| 15 | 3.570 | 49 | 11.662 | 83 | 19.754 | 1,800 | 428.40 |
| 16 | 3.808 | 50 | 11.900 | 84 | 19.992 | 1,900 | 452.20 |
| 17 | 4.046 | 51 | 12.138 | 85 | 20.230 | 2,000 | 476.00 |
| 18 | 4.284 | 52 | 12.376 | 86 | 20.468 | 3,000 | 714.00 |
| 19 | 4.522 | 53 | 12.614 | 87 | 20.706 | 4,000 | 952.00 |
| 20 | 4.760 | 54 | 12.852 | 88 | 20.944 | 5,000 | 1,190.00 |
| 21 | 4.998 | 55 | 13.090 | 89 | 21.182 | 6,000 | 1,428.00 |
| 22 | 5.236 | 56 | 13.328 | 90 | 21.420 | 7,000 | 1,666.00 |
| 23 | 5.474 | 57 | 13.566 | 91 | 21.658 | 8,000 | 1,904.00 |
| 24 | 5.712 | 58 | 13.804 | 92 | 21.896 | 9,000 | 2,142.00 |
| 25 | 5.950 | 59 | 14.042 | 93 | 22.134 | 10,000 | 2,380.00 |
| 26 | 6.188 | 60 | 14.280 | 94 | 22.372 | 20,000 | 4,760.00 |
| 27 | 6.426 | 61 | 14.518 | 95 | 22.610 | 30,000 | 7,140.00 |
| 28 | 6.664 | 62 | 14.756 | 96 | 22.848 | 40,000 | 9,520.00 |
| 29 | 6.902 | 63 | 14.994 | 97 | 23.086 | 50,000 | 11,900.00 |
| 30 | 7.140 | 64 | 15.232 | 98 | 23.324 | 60,000 | 14,280.00 |
| 31 | 7.378 | 65 | 15.470 | 99 | 23.562 | 70,000 | 16,660.00 |
| 32 | 7.616 | 66 | 15.708 | 100 | 23.80 | 80,000 | 19,040.00 |
| 33 | 7.854 | 67 | 15.946 | 200 | 47.60 | 90,000 | 21,420.00 |
| 34 | 8.092 | 68 | 16.184 | 300 | 71.40 | 100,000 | 23,800.00 |



DISTINCTIVE SERVICE

In settling an estate, when you are appointed Executor or Administrator, you will gain substantial advantage by having the necessary work done by our

Trust Department.

Owing to the different inheritance tax laws in the several States, the transferring of securities is often a very burdensome task. Then there is also considerable book-keeping involved and proper receipts must be obtained for the payment of legacies.

Why not have our Trust Department perform this service, while the estate is in your hands, and thus relieve you from these annoying details.

BOSTON SAFE DEPOSIT & TRUST COMPANY
100 FEDERAL STREET

LIBERTY TRUST COMPANY

CORNER OF COURT AND WASHINGTON STREETS

CAPITAL - - - \$200,000

SURPLUS - - - 200,000

DEPOSITS - - - 3,500,000

GEORGE B. WASON, President

MELVIN O. ADAMS, Vice President

ALLAN H. STURGES, Vice President and Treasurer

WILLIAM H. SUMNER, Asst. Treasurer

J. HENRY MILEY, Asst. Treasurer

AUSTRIA-HUNGARY

Crown at \$0.203, Converted into United States Currency

| <i>Crowns</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> |
|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 1 | .203 | 35 | 7.105 | 69 | 14.007 | 400 | 81.20 |
| 2 | .406 | 36 | 7.308 | 70 | 14.210 | 500 | 101.50 |
| 3 | .609 | 37 | 7.511 | 71 | 14.413 | 600 | 121.80 |
| 4 | .812 | 38 | 7.714 | 72 | 14.616 | 700 | 142.10 |
| 5 | 1.015 | 39 | 7.917 | 73 | 14.819 | 800 | 162.40 |
| 6 | 1.218 | 40 | 8.120 | 74 | 15.022 | 900 | 182.70 |
| 7 | 1.421 | 41 | 8.323 | 75 | 15.225 | 1,000 | 203.00 |
| 8 | 1.624 | 42 | 8.526 | 76 | 15.428 | 1,100 | 223.30 |
| 9 | 1.827 | 43 | 8.729 | 77 | 15.631 | 1,200 | 243.60 |
| 10 | 2.030 | 44 | 8.932 | 78 | 15.834 | 1,300 | 263.90 |
| 11 | 2.233 | 45 | 9.135 | 79 | 16.037 | 1,400 | 284.20 |
| 12 | 2.436 | 46 | 9.338 | 80 | 16.240 | 1,500 | 304.50 |
| 13 | 2.639 | 47 | 9.541 | 81 | 16.443 | 1,600 | 324.80 |
| 14 | 2.842 | 48 | 9.744 | 82 | 16.646 | 1,700 | 345.10 |
| 15 | 3.045 | 49 | 9.947 | 83 | 16.849 | 1,800 | 365.40 |
| 16 | 3.248 | 50 | 10.150 | 84 | 17.052 | 1,900 | 385.70 |
| 17 | 3.451 | 51 | 10.353 | 85 | 17.255 | 2,000 | 406.00 |
| 18 | 3.654 | 52 | 10.556 | 86 | 17.458 | 3,000 | 609.00 |
| 19 | 3.857 | 53 | 10.759 | 87 | 17.661 | 4,000 | 812.00 |
| 20 | 4.060 | 54 | 10.962 | 88 | 17.864 | 5,000 | 1,015.00 |
| 21 | 4.263 | 55 | 11.165 | 89 | 18.067 | 6,000 | 1,218.00 |
| 22 | 4.466 | 56 | 11.368 | 90 | 18.270 | 7,000 | 1,421.50 |
| 23 | 4.669 | 57 | 11.571 | 91 | 18.473 | 8,000 | 1,624.00 |
| 24 | 4.872 | 58 | 11.774 | 92 | 18.676 | 9,000 | 1,827.50 |
| 25 | 5.075 | 59 | 11.977 | 93 | 18.879 | 10,000 | 2,030.00 |
| 26 | 5.278 | 60 | 12.180 | 94 | 19.082 | 20,000 | 4,060.00 |
| 27 | 5.481 | 61 | 12.383 | 95 | 19.285 | 30,000 | 6,090.00 |
| 28 | 5.684 | 62 | 12.586 | 96 | 19.488 | 40,000 | 8,120.00 |
| 29 | 5.887 | 63 | 12.789 | 97 | 19.691 | 50,000 | 10,150.00 |
| 30 | 6.090 | 64 | 12.992 | 98 | 19.894 | 60,000 | 12,180.00 |
| 31 | 6.293 | 65 | 13.195 | 99 | 20.097 | 70,000 | 14,210.00 |
| 32 | 6.496 | 66 | 13.398 | 100 | 20.30 | 80,000 | 16,240.00 |
| 33 | 6.699 | 67 | 13.601 | 200 | 40.60 | 90,000 | 18,270.00 |
| 34 | 6.902 | 68 | 13.804 | 300 | 60.90 | 100,000 | 20,300.00 |

Harvey S. Chase Charles H. Tuttle Arthur T. Chase Walter C. Wrege

Harvey S. Chase & Company

Certified Public Accountants

Examinations and Audits of Manufacturing Corporations, Mercantile Firms, Banks, Trust Companies, Public Service Companies, Municipalities, Probate Accounts, etc.

CONSTRUCTIVE ACCOUNTING

Systems devised to disclose operating costs.
Existing systems examined for modification or development.

EXAMINATIONS—Special examinations and reports for investors and committees of creditors or stockholders.

AUDITS—Yearly or periodical audits for the promotion of office efficiency and the protection of stockholders and employers.

84 STATE STREET, BOSTON, MASS.

TELEPHONES: 3660 MAIN, 3917 MAIN

DENMARK, NORWAY, SWEDEN

Crowns \$0.268, Converted into United States Currency

| <i>Crs.</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> | <i>Crowns</i> | <i>Dollars</i> |
|-------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 1 | .268 | 35 | 9.380 | 69 | 18.492 | 400 | 107.20 |
| 2 | .536 | 36 | 9.648 | 70 | 18.760 | 500 | 134.00 |
| 3 | .804 | 37 | 9.916 | 71 | 19.028 | 600 | 160.80 |
| 4 | 1.072 | 38 | 10.184 | 72 | 19.296 | 700 | 187.60 |
| 5 | 1.340 | 39 | 10.452 | 73 | 19.564 | 800 | 214.40 |
| 6 | 1.608 | 40 | 10.720 | 74 | 19.832 | 900 | 241.20 |
| 7 | 1.876 | 41 | 10.988 | 75 | 20.100 | 1,000 | 268.00 |
| 8 | 2.144 | 42 | 11.256 | 76 | 20.368 | 1,100 | 294.80 |
| 9 | 2.412 | 43 | 11.524 | 77 | 20.636 | 1,200 | 321.60 |
| 10 | 2.680 | 44 | 11.792 | 78 | 20.904 | 1,300 | 348.40 |
| 11 | 2.948 | 45 | 12.060 | 79 | 21.172 | 1,400 | 375.20 |
| 12 | 3.216 | 46 | 12.328 | 80 | 21.440 | 1,500 | 402.00 |
| 13 | 3.484 | 47 | 12.596 | 81 | 21.708 | 1,600 | 428.80 |
| 14 | 3.752 | 48 | 12.864 | 82 | 21.976 | 1,700 | 455.60 |
| 15 | 4.020 | 49 | 13.132 | 83 | 22.244 | 1,800 | 482.40 |
| 16 | 4.288 | 50 | 13.400 | 84 | 22.512 | 1,900 | 509.20 |
| 17 | 4.556 | 51 | 13.668 | 85 | 22.780 | 2,000 | 536.00 |
| 18 | 4.824 | 52 | 13.936 | 86 | 23.048 | 3,000 | 804.00 |
| 19 | 5.092 | 53 | 14.204 | 87 | 23.316 | 4,000 | 1,072.00 |
| 20 | 5.360 | 54 | 14.472 | 88 | 23.584 | 5,000 | 1,340.00 |
| 21 | 5.628 | 55 | 14.740 | 89 | 23.852 | 6,000 | 1,608.00 |
| 22 | 5.896 | 56 | 15.008 | 90 | 24.120 | 7,000 | 1,876.00 |
| 23 | 6.164 | 57 | 15.276 | 91 | 24.388 | 8,000 | 2,144.00 |
| 24 | 6.432 | 58 | 15.544 | 92 | 24.656 | 9,000 | 2,412.00 |
| 25 | 6.700 | 59 | 15.812 | 93 | 24.924 | 10,000 | 2,680.00 |
| 26 | 6.968 | 60 | 16.080 | 94 | 25.192 | 20,000 | 5,360.00 |
| 27 | 7.236 | 61 | 16.348 | 95 | 25.460 | 30,000 | 8,040.00 |
| 28 | 7.504 | 62 | 16.616 | 96 | 25.728 | 40,000 | 10,720.00 |
| 29 | 7.772 | 63 | 16.884 | 97 | 25.996 | 50,000 | 13,400.00 |
| 30 | 8.040 | 64 | 17.152 | 98 | 26.264 | 60,000 | 16,080.00 |
| 31 | 8.308 | 65 | 17.420 | 99 | 26.532 | 70,000 | 18,760.00 |
| 32 | 8.576 | 66 | 17.688 | 100 | 26.800 | 80,000 | 21,440.00 |
| 33 | 8.844 | 67 | 17.956 | 200 | 53.600 | 90,000 | 24,120.00 |
| 34 | 9.112 | 68 | 18.224 | 300 | 80.400 | 100,000 | 26,800.00 |

NETHERLANDS

Florin (Dutch Guilders) at \$0.402, Converted into United States Currency

| Florins | Dollars | Florins | Dollars | Florins | Dollars | Florins | Dollars |
|---------|---------|---------|---------|---------|---------|---------|-----------|
| 1 | .402 | 35 | 14.070 | 69 | 27.738 | 400 | 160.80 |
| 2 | .804 | 36 | 14.472 | 70 | 28.140 | 500 | 201.00 |
| 3 | 1.206 | 37 | 14.874 | 71 | 28.542 | 600 | 241.20 |
| 4 | 1.608 | 38 | 15.276 | 72 | 28.944 | 700 | 281.40 |
| 5 | 2.010 | 39 | 15.678 | 73 | 29.346 | 800 | 321.60 |
| 6 | 2.412 | 40 | 16.080 | 74 | 29.748 | 900 | 361.80 |
| 7 | 2.814 | 41 | 16.482 | 75 | 30.150 | 1,000 | 402.00 |
| 8 | 3.216 | 42 | 16.884 | 76 | 30.552 | 1,100 | 442.20 |
| 9 | 3.618 | 43 | 17.286 | 77 | 30.954 | 1,200 | 482.40 |
| 10 | 4.020 | 44 | 17.688 | 78 | 31.356 | 1,300 | 522.60 |
| 11 | 4.422 | 45 | 18.090 | 79 | 31.758 | 1,400 | 562.80 |
| 12 | 4.824 | 46 | 18.492 | 80 | 32.160 | 1,500 | 603.00 |
| 13 | 5.226 | 47 | 18.894 | 81 | 32.562 | 1,600 | 643.20 |
| 14 | 5.629 | 48 | 19.296 | 82 | 32.964 | 1,700 | 683.40 |
| 15 | 6.030 | 49 | 19.698 | 83 | 33.366 | 1,800 | 723.60 |
| 16 | 6.432 | 50 | 20.100 | 84 | 33.768 | 1,900 | 763.80 |
| 17 | 6.834 | 51 | 20.502 | 85 | 34.170 | 2,000 | 804.00 |
| 18 | 7.236 | 52 | 20.904 | 86 | 34.572 | 3,000 | 1,206.00 |
| 19 | 7.638 | 53 | 21.306 | 87 | 34.974 | 4,000 | 1,608.00 |
| 20 | 8.040 | 54 | 21.708 | 88 | 35.376 | 5,000 | 2,010.00 |
| 21 | 8.442 | 55 | 22.110 | 89 | 35.778 | 6,000 | 2,412.00 |
| 22 | 8.844 | 56 | 22.512 | 90 | 36.180 | 7,000 | 2,814.00 |
| 23 | 9.246 | 57 | 22.914 | 91 | 36.582 | 8,000 | 3,216.00 |
| 24 | 9.648 | 58 | 23.316 | 92 | 36.984 | 9,000 | 3,618.00 |
| 25 | 10.050 | 59 | 23.718 | 93 | 37.386 | 10,000 | 4,020.00 |
| 26 | 10.452 | 60 | 24.120 | 94 | 37.788 | 20,000 | 8,040.00 |
| 27 | 10.854 | 61 | 24.522 | 95 | 38.190 | 30,000 | 12,060.00 |
| 28 | 11.256 | 62 | 24.924 | 96 | 38.592 | 40,000 | 16,080.00 |
| 29 | 11.658 | 63 | 25.326 | 97 | 38.994 | 50,000 | 20,100.00 |
| 30 | 12.060 | 64 | 25.728 | 98 | 39.396 | 60,000 | 24,120.00 |
| 31 | 12.462 | 65 | 26.130 | 99 | 39.798 | 70,000 | 28,140.00 |
| 32 | 12.864 | 66 | 26.532 | 100 | 40.20 | 80,000 | 32,160.00 |
| 33 | 13.266 | 67 | 26.934 | 200 | 80.40 | 90,000 | 36,180.00 |
| 34 | 13.668 | 68 | 27.336 | 300 | 120.60 | 100,000 | 40,200.00 |

PORTUGAL

Milreis at \$1.08, Converted into United States Currency

| Mil. | Dollars | Milreis | Dollars | Milreis | Dollars | Milreis | Dollars |
|------|---------|---------|---------|---------|---------|---------|------------|
| 1 | 1.08 | 35 | 37.80 | 69 | 74.52 | 400 | 432.00 |
| 2 | 2.16 | 36 | 38.88 | 70 | 75.60 | 500 | 540.00 |
| 3 | 3.24 | 37 | 39.96 | 71 | 76.68 | 600 | 648.00 |
| 4 | 4.32 | 38 | 41.04 | 72 | 77.76 | 700 | 756.00 |
| 5 | 5.40 | 39 | 42.12 | 73 | 78.84 | 800 | 864.00 |
| 6 | 6.48 | 40 | 43.20 | 74 | 79.92 | 900 | 972.00 |
| 7 | 7.56 | 41 | 44.28 | 75 | 81.00 | 1,000 | 1,080.00 |
| 8 | 8.64 | 42 | 45.36 | 76 | 82.08 | 1,100 | 1,188.00 |
| 9 | 9.72 | 43 | 46.44 | 77 | 83.16 | 1,200 | 1,296.00 |
| 10 | 10.80 | 44 | 47.52 | 78 | 84.24 | 1,300 | 1,404.00 |
| 11 | 11.88 | 45 | 48.60 | 79 | 85.32 | 1,400 | 1,512.00 |
| 12 | 12.96 | 46 | 49.68 | 80 | 86.40 | 1,500 | 1,620.00 |
| 13 | 14.04 | 47 | 50.76 | 81 | 87.48 | 1,600 | 1,728.00 |
| 14 | 15.12 | 48 | 51.84 | 82 | 88.56 | 1,700 | 1,836.00 |
| 15 | 16.20 | 49 | 52.92 | 83 | 89.64 | 1,800 | 1,944.00 |
| 16 | 17.28 | 50 | 54.00 | 84 | 90.72 | 1,900 | 2,052.00 |
| 17 | 18.36 | 51 | 55.08 | 85 | 91.80 | 2,000 | 2,160.00 |
| 18 | 19.44 | 52 | 56.16 | 86 | 92.88 | 3,000 | 3,240.00 |
| 19 | 20.52 | 53 | 57.24 | 87 | 93.96 | 4,000 | 4,320.00 |
| 20 | 21.60 | 54 | 58.32 | 88 | 95.04 | 5,000 | 5,400.00 |
| 21 | 22.68 | 55 | 59.40 | 89 | 96.12 | 6,000 | 6,480.00 |
| 22 | 23.76 | 56 | 60.48 | 90 | 97.20 | 7,000 | 7,560.00 |
| 23 | 24.84 | 57 | 61.56 | 91 | 98.28 | 8,000 | 8,640.00 |
| 24 | 25.92 | 58 | 62.64 | 92 | 99.36 | 9,000 | 9,720.00 |
| 25 | 27.00 | 59 | 63.72 | 93 | 100.44 | 10,000 | 10,800.00 |
| 26 | 28.08 | 60 | 64.80 | 94 | 101.52 | 20,000 | 21,600.00 |
| 27 | 29.16 | 61 | 65.88 | 95 | 102.60 | 30,000 | 32,400.00 |
| 28 | 30.24 | 62 | 66.96 | 96 | 103.68 | 40,000 | 43,200.00 |
| 29 | 31.32 | 63 | 68.04 | 97 | 104.76 | 50,000 | 54,000.00 |
| 30 | 32.40 | 64 | 69.12 | 98 | 105.84 | 60,000 | 64,800.00 |
| 31 | 33.48 | 65 | 70.20 | 99 | 106.92 | 70,000 | 75,600.00 |
| 32 | 34.56 | 66 | 71.28 | 100 | 108.00 | 80,000 | 86,400.00 |
| 33 | 35.64 | 67 | 72.36 | 200 | 216.00 | 90,000 | 97,200.00 |
| 34 | 36.72 | 68 | 73.44 | 300 | 324.00 | 100,000 | 108,000.00 |

RUSSIA

Roubles at \$0.515, Converted into United States Currency

| <i>Roubles</i> | <i>Dollars</i> | <i>Roubles</i> | <i>Dollars</i> | <i>Roubles</i> | <i>Dollars</i> | <i>Roubles</i> | <i>Dollars</i> |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1 | .515 | 35 | 18.025 | 69 | 35.535 | 400 | 206.00 |
| 2 | 1.03 | 36 | 18.54 | 70 | 36.05 | 500 | 257.50 |
| 3 | 1.545 | 35 | 19.055 | 71 | 36.565 | 600 | 309.00 |
| 4 | 2.06 | 38 | 19.57 | 72 | 37.08 | 700 | 360.50 |
| 5 | 2.575 | 39 | 20.085 | 73 | 37.595 | 800 | 412.00 |
| 6 | 3.09 | 40 | 20.60 | 74 | 38.11 | 900 | 463.50 |
| 7 | 3.605 | 41 | 21.115 | 75 | 38.625 | 1,000 | 515.00 |
| 8 | 4.12 | 42 | 21.63 | 76 | 39.14 | 1,100 | 566.50 |
| 9 | 4.635 | 43 | 22.145 | 77 | 39.655 | 1,200 | 618.00 |
| 10 | 5.15 | 44 | 22.66 | 78 | 40.17 | 1,300 | 669.50 |
| 11 | 5.665 | 45 | 23.175 | 79 | 40.685 | 1,400 | 721.00 |
| 12 | 6.18 | 46 | 23.69 | 80 | 41.20 | 1,500 | 772.50 |
| 13 | 6.695 | 47 | 24.205 | 81 | 41.715 | 1,600 | 824.00 |
| 14 | 7.21 | 48 | 24.72 | 82 | 42.23 | 1,700 | 875.50 |
| 15 | 7.725 | 49 | 25.235 | 83 | 42.745 | 1,800 | 927.00 |
| 16 | 8.24 | 50 | 25.75 | 84 | 43.26 | 1,900 | 978.50 |
| 17 | 8.755 | 51 | 26.265 | 85 | 43.775 | 2,000 | 1,030.00 |
| 18 | 9.27 | 52 | 26.78 | 86 | 44.29 | 3,000 | 1,545.00 |
| 19 | 9.785 | 53 | 27.295 | 87 | 44.805 | 4,000 | 2,060.00 |
| 20 | 10.30 | 54 | 27.81 | 88 | 45.32 | 5,000 | 2,575.50 |
| 21 | 10.815 | 55 | 28.325 | 89 | 45.835 | 6,000 | 3,090.00 |
| 22 | 11.33 | 56 | 28.84 | 90 | 46.35 | 7,000 | 3,605.00 |
| 23 | 11.845 | 57 | 29.355 | 91 | 46.865 | 8,000 | 4,120.00 |
| 24 | 12.36 | 58 | 29.87 | 92 | 47.38 | 9,000 | 4,635.00 |
| 25 | 12.875 | 59 | 30.385 | 93 | 47.895 | 10,000 | 5,150.00 |
| 26 | 13.39 | 60 | 30.90 | 94 | 48.41 | 20,000 | 10,300.00 |
| 27 | 13.905 | 61 | 31.415 | 95 | 48.925 | 30,000 | 15,450.00 |
| 28 | 14.42 | 62 | 31.93 | 96 | 49.44 | 40,000 | 20,600.00 |
| 29 | 14.935 | 63 | 32.445 | 97 | 49.955 | 50,000 | 25,750.00 |
| 30 | 15.45 | 64 | 32.96 | 98 | 50.47 | 60,000 | 30,900.00 |
| 31 | 15.965 | 65 | 33.475 | 99 | 50.985 | 70,000 | 36,050.00 |
| 32 | 16.48 | 66 | 33.99 | 100 | 51.50 | 80,000 | 41,200.00 |
| 33 | 16.995 | 67 | 34.505 | 200 | 103.00 | 90,000 | 46,350.00 |
| 34 | 17.51 | 68 | 35.02 | 300 | 154.50 | 100,000 | 51,500.00 |

TURKEY

Piastres at \$0.044, Converted into United States Currency

| Piastres | Dollars | Piastres | Dollars | Piastres | Dollars | Piastres | Dollars |
|----------|---------|----------|---------|----------|---------|----------|-----------|
| 1 | .044 | 36 | 1.584 | 71 | 3.124 | 700 | 30.80 |
| 2 | .088 | 37 | 1.628 | 72 | 3.168 | 800 | 35.20 |
| 3 | .132 | 38 | 1.672 | 73 | 3.212 | 900 | 39.60 |
| 4 | .176 | 39 | 1.716 | 74 | 3.256 | 1,000 | 44.00 |
| 5 | .220 | 40 | 1.760 | 75 | 3.300 | 1,100 | 48.00 |
| 6 | .264 | 41 | 1.804 | 76 | 3.344 | 1,200 | 52.80 |
| 7 | .308 | 42 | 1.848 | 77 | 3.388 | 1,300 | 57.20 |
| 8 | .352 | 43 | 1.892 | 78 | 3.432 | 1,400 | 61.60 |
| 9 | .396 | 44 | 1.936 | 79 | 3.476 | 1,500 | 66.00 |
| 10 | .440 | 45 | 1.980 | 80 | 3.520 | 1,600 | 70.40 |
| 11 | .484 | 46 | 2.024 | 81 | 3.564 | 1,700 | 74.80 |
| 12 | .528 | 47 | 2.068 | 82 | 3.608 | 1,800 | 79.20 |
| 13 | .572 | 48 | 2.112 | 83 | 3.652 | 1,900 | 83.60 |
| 14 | .616 | 49 | 2.156 | 84 | 3.696 | 2,000 | 88.00 |
| 15 | .660 | 50 | 2.200 | 85 | 3.740 | 3,000 | 132.00 |
| 16 | .704 | 51 | 2.244 | 86 | 3.784 | 4,000 | 176.00 |
| 17 | .748 | 52 | 2.288 | 87 | 3.828 | 5,000 | 220.00 |
| 18 | .792 | 53 | 2.332 | 88 | 3.872 | 6,000 | 264.00 |
| 19 | .836 | 54 | 2.376 | 89 | 3.916 | 7,000 | 308.00 |
| 20 | .880 | 55 | 2.420 | 90 | 3.960 | 8,000 | 352.00 |
| 21 | .924 | 56 | 2.464 | 91 | 4.004 | 9,000 | 396.00 |
| 22 | .968 | 57 | 2.508 | 92 | 4.048 | 10,000 | 440.00 |
| 23 | 1.012 | 58 | 2.552 | 93 | 4.092 | 20,000 | 880.00 |
| 24 | 1.056 | 59 | 2.596 | 94 | 4.136 | 30,000 | 1,320.00 |
| 25 | 1.100 | 60 | 2.640 | 95 | 4.180 | 40,000 | 1,760.00 |
| 26 | 1.144 | 61 | 2.684 | 96 | 4.224 | 50,000 | 2,200.00 |
| 27 | 1.188 | 62 | 2.728 | 97 | 4.268 | 60,000 | 2,640.00 |
| 28 | 1.232 | 63 | 2.772 | 98 | 4.312 | 70,000 | 3,080.00 |
| 29 | 1.276 | 64 | 2.816 | 99 | 4.356 | 80,000 | 3,520.00 |
| 30 | 1.320 | 65 | 2.860 | 100 | 4.40 | 90,000 | 3,960.00 |
| 31 | 1.364 | 66 | 2.904 | 200 | 8.80 | 100,000 | 4,400.00 |
| 32 | 1.408 | 67 | 2.948 | 300 | 13.20 | 200,000 | 8,800.00 |
| 33 | 1.452 | 68 | 2.992 | 400 | 17.60 | 300,000 | 13,200.00 |
| 34 | 1.496 | 69 | 3.036 | 500 | 22.00 | 400,000 | 17,600.00 |
| 35 | 1.540 | 70 | 3.080 | 600 | 26.40 | 500,000 | 22,000.00 |

INDIA

Rupee at \$0.3244 $\frac{1}{8}$, Converted into United States Currency

15 Rupees equal 1 Pound Sterling

| <i>Rupees</i> | <i>Dollars</i> | <i>Rupees</i> | <i>Dollars</i> | <i>Rupees</i> | <i>Dollars</i> |
|---------------|----------------|---------------|----------------|---------------|----------------|
| 1 | .324 | 43 | 13.950 | 85 | 27.576 |
| 2 | .648 | 44 | 14.275 | 86 | 27.901 |
| 3 | .973 | 45 | 14.599 | 87 | 28.225 |
| 4 | 1.297 | 46 | 14.923 | 88 | 28.550 |
| 5 | 1.622 | 47 | 15.248 | 89 | 28.874 |
| 6 | 1.946 | 48 | 15.572 | 90 | 29.199 |
| 7 | 2.271 | 49 | 15.897 | 91 | 29.523 |
| 8 | 2.595 | 50 | 16.221 | 92 | 29.847 |
| 9 | 2.919 | 51 | 16.545 | 93 | 30.172 |
| 10 | 3.244 | 52 | 16.870 | 94 | 30.496 |
| 11 | 3.568 | 53 | 17.195 | 95 | 30.821 |
| 12 | 3.893 | 54 | 17.519 | 96 | 31.145 |
| 13 | 4.217 | 55 | 17.843 | 97 | 31.470 |
| 14 | 4.542 | 56 | 18.168 | 98 | 31.794 |
| 15 | 4.866 | 57 | 18.492 | 99 | 32.118 |
| 16 | 5.190 | 58 | 18.817 | 100 | 32.443 |
| 17 | 5.515 | 59 | 19.141 | 200 | 64.886 |
| 18 | 5.839 | 60 | 19.466 | 300 | 97.333 |
| 19 | 6.164 | 61 | 19.790 | 400 | 129.773 |
| 20 | 6.488 | 62 | 20.114 | 500 | 162.216 |
| 21 | 6.813 | 63 | 20.439 | 600 | 194.660 |
| 22 | 7.137 | 64 | 20.763 | 700 | 227.103 |
| 23 | 7.462 | 65 | 21.088 | 800 | 259.546 |
| 24 | 7.786 | 66 | 21.412 | 900 | 291.990 |
| 25 | 8.110 | 67 | 21.737 | 1,000 | 324.433 |
| 26 | 8.435 | 68 | 22.061 | 1,500 | 486.650 |
| 27 | 8.759 | 69 | 22.385 | 2,000 | 648.866 |
| 28 | 9.084 | 70 | 22.710 | 2,500 | 811.083 |
| 29 | 9.408 | 71 | 23.034 | 3,000 | 973.300 |
| 30 | 9.733 | 72 | 23.359 | 3,500 | 1,135.516 |
| 31 | 10.057 | 73 | 23.683 | 4,000 | 1,297.733 |
| 32 | 10.381 | 74 | 24.008 | 4,500 | 1,459.950 |
| 33 | 10.706 | 75 | 24.332 | 5,000 | 1,622.166 |
| 34 | 11.030 | 76 | 24.656 | 5,500 | 1,784.383 |
| 35 | 11.355 | 77 | 24.981 | 6,000 | 1,946.600 |
| 36 | 11.679 | 78 | 25.305 | 6,500 | 2,108.816 |
| 37 | 12.004 | 79 | 25.630 | 7,000 | 2,271.033 |
| 38 | 12.328 | 80 | 25.954 | 7,500 | 2,433.250 |
| 39 | 12.652 | 81 | 26.279 | 8,000 | 2,595.466 |
| 40 | 12.977 | 82 | 26.603 | 8,500 | 2,757.683 |
| 41 | 13.301 | 83 | 26.928 | 9,000 | 2,919.900 |
| 42 | 13.626 | 84 | 27.252 | 9,500 | 3,082.116 |

JAPAN—Yens MEXICO—Dollars
At \$0.498, Converted into United States Currency

| <i>Yens</i> | <i>Dollars</i> | <i>Yens</i> | <i>Dollars</i> | <i>Yens</i> | <i>Dollars</i> | <i>Yens</i> | <i>Dollars</i> |
|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|
| 1 | .498 | 35 | 17.430 | 69 | 34.362 | 400 | 199.20 |
| 2 | .996 | 36 | 17.928 | 70 | 34.860 | 500 | 249.00 |
| 3 | 1.494 | 37 | 18.426 | 71 | 35.358 | 600 | 298.80 |
| 4 | 1.992 | 38 | 18.924 | 72 | 35.856 | 700 | 348.60 |
| 5 | 2.490 | 39 | 19.422 | 73 | 36.354 | 800 | 398.40 |
| 6 | 2.988 | 40 | 19.920 | 74 | 36.852 | 900 | 448.20 |
| 7 | 3.486 | 41 | 20.418 | 75 | 37.350 | 1,000 | 498.00 |
| 8 | 3.984 | 42 | 20.916 | 76 | 37.848 | 1,100 | 547.80 |
| 9 | 4.482 | 43 | 21.414 | 77 | 38.346 | 1,200 | 597.60 |
| 10 | 4.980 | 44 | 21.912 | 78 | 38.844 | 1,300 | 647.40 |
| 11 | 5.478 | 45 | 22.410 | 79 | 39.342 | 1,400 | 697.20 |
| 12 | 5.976 | 46 | 22.908 | 80 | 39.840 | 1,500 | 747.00 |
| 13 | 6.474 | 47 | 23.406 | 81 | 40.338 | 1,600 | 796.80 |
| 14 | 6.972 | 48 | 23.904 | 82 | 40.836 | 1,700 | 846.60 |
| 15 | 7.470 | 49 | 24.402 | 83 | 41.334 | 1,800 | 896.40 |
| 16 | 7.968 | 50 | 24.900 | 84 | 41.832 | 1,900 | 946.20 |
| 17 | 8.466 | 51 | 25.398 | 85 | 42.330 | 2,000 | 996.00 |
| 18 | 8.964 | 52 | 25.896 | 86 | 42.828 | 3,000 | 1,494.00 |
| 19 | 9.462 | 53 | 26.394 | 87 | 43.326 | 4,000 | 1,992.00 |
| 20 | 9.960 | 54 | 26.892 | 88 | 43.824 | 5,000 | 2,490.00 |
| 21 | 10.458 | 55 | 27.390 | 89 | 44.322 | 6,000 | 2,988.00 |
| 22 | 10.956 | 56 | 27.888 | 90 | 44.820 | 7,000 | 3,486.00 |
| 23 | 11.454 | 57 | 28.386 | 91 | 45.318 | 8,000 | 3,984.00 |
| 24 | 11.952 | 58 | 28.884 | 92 | 45.816 | 9,000 | 4,482.00 |
| 25 | 12.450 | 59 | 29.382 | 93 | 46.314 | 10,000 | 4,980.00 |
| 26 | 12.948 | 60 | 29.880 | 94 | 46.812 | 20,000 | 9,960.00 |
| 27 | 13.446 | 61 | 30.378 | 95 | 47.310 | 30,000 | 14,940.00 |
| 28 | 13.944 | 62 | 30.876 | 96 | 47.808 | 40,000 | 19,920.00 |
| 29 | 14.442 | 63 | 31.374 | 97 | 48.306 | 50,000 | 24,900.00 |
| 30 | 14.940 | 64 | 31.872 | 98 | 48.804 | 60,000 | 29,880.00 |
| 31 | 15.438 | 65 | 32.370 | 99 | 49.302 | 70,000 | 34,860.00 |
| 32 | 15.936 | 66 | 32.868 | 100 | 49.800 | 80,000 | 39,840.00 |
| 33 | 16.434 | 67 | 33.366 | 200 | 99.60 | 90,000 | 44,820.00 |
| 34 | 16.932 | 68 | 33.864 | 300 | 149.40 | 100,000 | 49,800.00 |

BRAZIL

Milreis at \$0.546, Converted into United States Currency

| Mil. | Dollars | Milreis | Dollars | Milreis | Dollars | Milreis | Dollars |
|------|---------|---------|---------|---------|---------|---------|-----------|
| 1 | .546 | 35 | 19.110 | 69 | 37.674 | 400 | 218.40 |
| 2 | 1.092 | 36 | 19.656 | 70 | 38.220 | 500 | 273.00 |
| 3 | 1.638 | 37 | 20.202 | 71 | 38.766 | 600 | 327.60 |
| 4 | 2.184 | 38 | 20.748 | 72 | 39.312 | 700 | 382.20 |
| 5 | 2.730 | 39 | 21.294 | 73 | 39.858 | 800 | 436.80 |
| 6 | 3.276 | 40 | 21.840 | 74 | 40.404 | 900 | 491.40 |
| 7 | 3.822 | 41 | 22.386 | 75 | 40.950 | 1,000 | 546.00 |
| 8 | 4.368 | 42 | 22.932 | 76 | 41.496 | 1,100 | 600.60 |
| 9 | 4.914 | 43 | 23.478 | 77 | 42.042 | 1,200 | 655.20 |
| 10 | 5.460 | 44 | 24.024 | 78 | 42.588 | 1,300 | 709.80 |
| 11 | 6.006 | 45 | 24.570 | 79 | 43.134 | 1,400 | 764.40 |
| 12 | 6.552 | 46 | 25.116 | 80 | 43.680 | 1,500 | 819.00 |
| 13 | 7.098 | 47 | 25.662 | 81 | 44.226 | 1,600 | 873.60 |
| 14 | 7.644 | 48 | 26.208 | 82 | 44.772 | 1,700 | 928.20 |
| 15 | 8.190 | 49 | 26.754 | 83 | 45.318 | 1,800 | 982.80 |
| 16 | 8.736 | 50 | 27.300 | 84 | 45.864 | 1,900 | 1,037.40 |
| 17 | 9.282 | 51 | 27.846 | 85 | 46.410 | 2,000 | 1,092.00 |
| 18 | 9.828 | 52 | 28.392 | 86 | 46.956 | 3,000 | 1,638.00 |
| 19 | 10.374 | 53 | 28.938 | 87 | 47.502 | 4,000 | 2,184.00 |
| 20 | 10.920 | 54 | 29.484 | 88 | 48.048 | 5,000 | 2,730.00 |
| 21 | 11.466 | 55 | 30.030 | 89 | 48.594 | 6,000 | 3,276.00 |
| 22 | 12.012 | 56 | 30.576 | 90 | 49.140 | 7,000 | 3,822.00 |
| 23 | 12.558 | 57 | 31.122 | 91 | 49.686 | 8,000 | 4,368.00 |
| 24 | 13.104 | 58 | 31.668 | 92 | 50.232 | 9,000 | 4,914.00 |
| 25 | 13.650 | 59 | 32.214 | 93 | 50.778 | 10,000 | 5,460.00 |
| 26 | 14.196 | 60 | 32.760 | 94 | 51.324 | 20,000 | 10,920.00 |
| 27 | 14.742 | 61 | 33.306 | 95 | 51.870 | 30,000 | 16,380.00 |
| 28 | 15.288 | 62 | 33.852 | 96 | 52.416 | 40,000 | 21,840.00 |
| 29 | 15.834 | 63 | 34.398 | 97 | 52.962 | 50,000 | 27,300.00 |
| 30 | 16.380 | 64 | 34.944 | 98 | 53.508 | 60,000 | 32,760.00 |
| 31 | 16.926 | 65 | 35.490 | 99 | 54.054 | 70,000 | 38,220.00 |
| 32 | 17.472 | 66 | 36.036 | 100 | 54.600 | 80,000 | 43,680.00 |
| 33 | 18.018 | 67 | 36.582 | 200 | 109.20 | 90,000 | 49,140.00 |
| 34 | 18.564 | 68 | 37.128 | 300 | 163.80 | 100,000 | 54,600.00 |

ARGENTINE REPUBLIC—Pesos HAYTI—Gourdes

At \$0.965, Converted into United States Currency

| <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> |
|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
| 1 | .965 | 35 | 33.775 | 69 | 66.585 | 400 | 386.00 |
| 2 | 1.930 | 36 | 34.740 | 70 | 67.550 | 500 | 482.50 |
| 2 | 2.895 | 37 | 35.705 | 71 | 68.515 | 600 | 579.00 |
| 4 | 3.860 | 38 | 36.670 | 72 | 69.480 | 700 | 675.50 |
| 5 | 4.825 | 39 | 37.635 | 73 | 70.445 | 800 | 772.00 |
| 6 | 5.790 | 40 | 38.600 | 74 | 71.410 | 900 | 868.50 |
| 7 | 6.755 | 41 | 39.565 | 75 | 72.375 | 1,000 | 965.00 |
| 8 | 7.720 | 42 | 40.530 | 76 | 73.340 | 1,100 | 1,061.50 |
| 9 | 8.685 | 43 | 41.495 | 77 | 74.305 | 1,200 | 1,158.00 |
| 10 | 9.650 | 44 | 42.460 | 78 | 75.270 | 1,300 | 1,254.50 |
| 11 | 10.615 | 45 | 43.425 | 79 | 76.235 | 1,400 | 1,351.00 |
| 12 | 11.580 | 46 | 44.390 | 80 | 77.200 | 1,500 | 1,447.50 |
| 13 | 12.545 | 47 | 45.355 | 81 | 78.165 | 1,600 | 1,544.00 |
| 14 | 13.510 | 48 | 46.320 | 82 | 79.130 | 1,700 | 1,640.50 |
| 15 | 14.475 | 49 | 47.285 | 83 | 80.095 | 1,800 | 1,737.00 |
| 16 | 15.440 | 50 | 48.250 | 84 | 81.060 | 1,900 | 1,833.50 |
| 17 | 16.405 | 51 | 49.215 | 85 | 82.025 | 2,000 | 1,930.00 |
| 18 | 17.370 | 52 | 50.180 | 86 | 82.990 | 3,000 | 2,895.00 |
| 19 | 18.335 | 53 | 51.145 | 87 | 83.955 | 4,000 | 3,860.00 |
| 20 | 19.300 | 54 | 52.110 | 88 | 84.920 | 5,000 | 4,825.00 |
| 21 | 20.265 | 55 | 53.075 | 89 | 85.885 | 6,000 | 5,790.00 |
| 22 | 21.230 | 56 | 54.040 | 90 | 86.850 | 7,000 | 6,755.00 |
| 23 | 22.195 | 57 | 55.005 | 91 | 87.815 | 8,000 | 7,720.00 |
| 24 | 23.160 | 58 | 55.970 | 92 | 88.780 | 9,000 | 8,685.00 |
| 25 | 24.125 | 59 | 56.935 | 93 | 89.745 | 10,000 | 9,650.00 |
| 26 | 25.090 | 60 | 57.900 | 94 | 90.710 | 20,000 | 19,300.00 |
| 27 | 26.055 | 61 | 58.865 | 95 | 91.675 | 30,000 | 28,950.00 |
| 28 | 27.020 | 62 | 59.830 | 96 | 92.640 | 40,000 | 38,600.00 |
| 29 | 27.985 | 63 | 60.795 | 97 | 93.605 | 50,000 | 48,250.00 |
| 30 | 28.950 | 64 | 61.760 | 98 | 94.570 | 60,000 | 57,900.00 |
| 31 | 29.915 | 65 | 62.725 | 99 | 95.535 | 70,000 | 67,550.00 |
| 32 | 30.880 | 66 | 63.690 | 100 | 96.50 | 80,000 | 77,200.00 |
| 33 | 31.845 | 67 | 64.655 | 200 | 193.00 | 90,000 | 86,850.00 |
| 34 | 32.810 | 68 | 65.620 | 300 | 289.50 | 100,000 | 96,500.00 |

URUGUAY

Pesos at \$1.034, Converted into United States Currency

| <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> | <i>Pesos</i> | <i>Dollars</i> |
|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
| 1 | 1.034 | 35 | 36.190 | 69 | 71.346 | 400 | 413.60 |
| 2 | 2.068 | 36 | 37.224 | 70 | 72.380 | 500 | 517.00 |
| 3 | 3.102 | 37 | 38.258 | 71 | 73.414 | 600 | 620.40 |
| 4 | 4.136 | 38 | 39.292 | 72 | 74.448 | 700 | 723.80 |
| 5 | 5.170 | 39 | 40.326 | 73 | 75.482 | 800 | 827.20 |
| 6 | 6.204 | 40 | 41.360 | 74 | 76.516 | 900 | 930.60 |
| 7 | 7.238 | 41 | 42.394 | 75 | 77.550 | 1,000 | 1,034.00 |
| 8 | 8.272 | 42 | 43.428 | 76 | 78.584 | 1,100 | 1,137.40 |
| 9 | 9.306 | 43 | 44.462 | 77 | 79.618 | 1,200 | 1,240.80 |
| 10 | 10.340 | 44 | 45.496 | 78 | 80.652 | 1,300 | 1,344.20 |
| 11 | 11.374 | 45 | 46.530 | 79 | 81.686 | 1,400 | 1,477.60 |
| 12 | 12.408 | 46 | 47.564 | 80 | 82.720 | 1,500 | 1,551.00 |
| 13 | 13.442 | 47 | 48.598 | 81 | 83.754 | 1,600 | 1,654.40 |
| 14 | 14.476 | 48 | 49.632 | 82 | 84.788 | 1,700 | 1,757.80 |
| 15 | 15.510 | 49 | 50.666 | 83 | 85.822 | 1,800 | 1,861.20 |
| 16 | 16.544 | 50 | 51.700 | 84 | 86.856 | 1,900 | 1,964.60 |
| 17 | 17.578 | 51 | 52.734 | 85 | 87.890 | 2,000 | 2,068.00 |
| 18 | 18.612 | 52 | 53.768 | 86 | 88.924 | 3,000 | 3,102.00 |
| 19 | 19.646 | 53 | 54.802 | 87 | 89.958 | 4,000 | 4,136.00 |
| 20 | 20.680 | 54 | 55.836 | 88 | 90.992 | 5,000 | 5,170.00 |
| 21 | 21.714 | 55 | 56.870 | 89 | 92.026 | 6,000 | 6,204.00 |
| 22 | 22.748 | 56 | 57.904 | 90 | 93.060 | 7,000 | 7,238.00 |
| 23 | 23.782 | 57 | 58.938 | 91 | 94.094 | 8,000 | 8,272.00 |
| 24 | 24.816 | 58 | 59.972 | 92 | 95.128 | 9,000 | 9,306.00 |
| 25 | 25.850 | 59 | 61.006 | 93 | 96.162 | 10,000 | 10,340.00 |
| 26 | 26.884 | 60 | 62.040 | 94 | 97.196 | 20,000 | 20,680.00 |
| 27 | 27.918 | 61 | 63.074 | 95 | 98.230 | 30,000 | 31,020.00 |
| 28 | 28.952 | 62 | 64.108 | 96 | 99.264 | 40,000 | 41,360.00 |
| 29 | 29.986 | 63 | 65.142 | 97 | 100.298 | 50,000 | 51,700.00 |
| 30 | 31.020 | 64 | 66.176 | 98 | 101.332 | 60,000 | 62,040.00 |
| 31 | 32.054 | 65 | 67.210 | 99 | 102.366 | 70,000 | 72,380.00 |
| 32 | 32.088 | 66 | 68.244 | 100 | 103.40 | 80,000 | 82,720.00 |
| 33 | 34.122 | 67 | 69.278 | 200 | 206.80 | 90,000 | 93,060.00 |
| 34 | 35.156 | 68 | 70.312 | 300 | 310.20 | 100,000 | 103,400.00 |

EQUADOR—Sucre PERU—Sol
At \$0.487, Converted Into United States Currency

| <i>S</i> | <i>\$</i> | <i>S</i> | <i>\$</i> | <i>S</i> | <i>\$</i> | <i>S</i> | <i>\$</i> |
|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| 1 | .487 | 35 | 17.045 | 69 | 33.603 | 400 | 194.80 |
| 2 | .974 | 36 | 17.532 | 70 | 34.090 | 500 | 243.50 |
| 3 | 1.461 | 37 | 18.019 | 71 | 34.577 | 600 | 292.20 |
| 4 | 1.948 | 38 | 18.506 | 72 | 35.064 | 700 | 340.90 |
| 5 | 2.435 | 39 | 18.993 | 73 | 35.551 | 800 | 389.60 |
| 6 | 2.922 | 40 | 19.480 | 74 | 36.038 | 900 | 438.30 |
| 7 | 3.409 | 41 | 19.967 | 75 | 36.525 | 1,000 | 487.00 |
| 8 | 3.896 | 42 | 20.454 | 76 | 37.012 | 1,100 | 535.70 |
| 9 | 4.383 | 43 | 20.941 | 77 | 37.499 | 1,200 | 584.40 |
| 10 | 4.870 | 44 | 21.428 | 78 | 37.986 | 1,300 | 633.10 |
| 11 | 5.357 | 45 | 21.915 | 79 | 38.473 | 1,400 | 681.80 |
| 12 | 5.844 | 46 | 22.402 | 80 | 38.960 | 1,500 | 730.50 |
| 13 | 6.331 | 47 | 22.889 | 81 | 39.447 | 1,600 | 779.20 |
| 14 | 6.818 | 48 | 23.376 | 82 | 39.934 | 1,700 | 827.90 |
| 15 | 7.305 | 49 | 23.863 | 83 | 40.421 | 1,800 | 876.60 |
| 16 | 7.792 | 50 | 24.350 | 84 | 40.908 | 1,900 | 925.30 |
| 17 | 8.279 | 51 | 24.837 | 85 | 41.395 | 2,000 | 974.00 |
| 18 | 8.766 | 52 | 25.324 | 86 | 41.883 | 3,000 | 1,461.00 |
| 19 | 9.253 | 53 | 25.811 | 87 | 42.369 | 4,000 | 1,948.00 |
| 20 | 9.740 | 54 | 26.298 | 88 | 42.856 | 5,000 | 2,435.00 |
| 21 | 10.227 | 55 | 26.785 | 89 | 43.343 | 6,000 | 2,922.00 |
| 22 | 10.714 | 56 | 27.272 | 90 | 43.830 | 7,000 | 3,409.00 |
| 23 | 11.201 | 57 | 27.759 | 91 | 44.317 | 8,000 | 3,896.00 |
| 24 | 11.688 | 58 | 28.246 | 92 | 44.804 | 9,000 | 4,383.00 |
| 25 | 12.175 | 59 | 28.733 | 93 | 45.291 | 10,000 | 4,870.00 |
| 26 | 12.662 | 60 | 29.220 | 94 | 45.778 | 20,000 | 9,740.00 |
| 27 | 13.149 | 61 | 29.707 | 95 | 46.265 | 30,000 | 14,610.00 |
| 28 | 13.636 | 62 | 30.194 | 96 | 46.752 | 40,000 | 19,480.00 |
| 29 | 14.123 | 63 | 30.681 | 97 | 47.239 | 50,000 | 24,350.00 |
| 30 | 14.610 | 64 | 31.168 | 98 | 47.726 | 60,000 | 29,220.00 |
| 31 | 15.097 | 65 | 31.655 | 99 | 48.213 | 70,000 | 34,090.00 |
| 32 | 15.584 | 66 | 32.142 | 100 | 48.70 | 80,000 | 38,960.00 |
| 33 | 16.071 | 67 | 32.629 | 200 | 97.40 | 90,000 | 43,830.00 |
| 34 | 16.558 | 68 | 33.116 | 300 | 146.10 | 100,000 | 48,700.00 |

AVOIRDUPOIS WEIGHT.

Quarter (28 lbs.), Cwt. (112 lbs.), Ton (2240 lbs.), Reduced to Pounds.

| <i>Qrs.</i> | <i>Lbs.</i> | <i>Tons.</i> | <i>Lbs.</i> | <i>Tons.</i> | <i>Lbs.</i> | <i>Tons.</i> | <i>Lbs.</i> |
|-------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
| 1 | 28 | 17 | 38,080 | 57 | 127,680 | 97 | 217,280 |
| 2 | 56 | 18 | 40,320 | 58 | 129,920 | 98 | 219,520 |
| 3 | 84 | 19 | 42,560 | 59 | 132,160 | 99 | 221,760 |
| Cwt. | | 20 | 44,800 | 60 | 134,400 | 100 | 224,000 |
| 1 | 112 | 21 | 47,040 | 61 | 136,640 | 150 | 336,000 |
| 2 | 224 | 22 | 49,280 | 62 | 138,880 | 200 | 448,000 |
| 3 | 336 | 23 | 51,520 | 63 | 141,120 | 250 | 560,000 |
| 2 | 448 | 24 | 53,760 | 64 | 143,360 | 300 | 672,000 |
| 5 | 560 | 25 | 56,000 | 65 | 145,600 | 350 | 784,000 |
| 6 | 672 | 26 | 58,240 | 66 | 147,840 | 400 | 896,000 |
| 7 | 784 | 27 | 60,480 | 67 | 150,080 | 450 | 1,008,000 |
| 8 | 896 | 28 | 62,720 | 68 | 152,320 | 500 | 1,120,000 |
| 9 | 1,008 | 29 | 64,960 | 69 | 154,560 | 550 | 1,232,000 |
| 10 | 1,120 | 30 | 67,200 | 70 | 156,800 | 600 | 1,344,000 |
| 11 | 1,232 | 31 | 69,440 | 71 | 159,040 | 650 | 1,456,000 |
| 12 | 1,344 | 32 | 71,680 | 72 | 161,280 | 700 | 1,568,000 |
| 13 | 1,456 | 33 | 73,920 | 73 | 163,520 | 750 | 1,680,000 |
| 14 | 1,568 | 34 | 76,160 | 74 | 165,760 | 800 | 1,792,000 |
| 15 | 1,680 | 35 | 78,400 | 75 | 168,000 | 850 | 1,904,000 |
| 16 | 1,792 | 36 | 80,640 | 76 | 170,240 | 900 | 2,016,000 |
| 17 | 1,904 | 37 | 82,880 | 77 | 172,480 | 950 | 2,128,000 |
| 18 | 2,016 | 38 | 85,120 | 78 | 174,720 | 1,000 | 2,240,000 |
| 19 | 2,128 | 39 | 87,360 | 79 | 176,960 | 1,100 | 2,464,000 |
| Tons | | 40 | 89,600 | 80 | 179,200 | 1,200 | 2,688,000 |
| 1 | 2,240 | 41 | 91,840 | 81 | 181,440 | 1,300 | 2,912,000 |
| 2 | 4,480 | 42 | 94,080 | 82 | 183,680 | 1,400 | 3,136,000 |
| 3 | 6,720 | 43 | 96,320 | 83 | 185,920 | 1,500 | 3,360,000 |
| 4 | 8,960 | 44 | 98,560 | 84 | 188,160 | 1,600 | 3,584,000 |
| 5 | 11,200 | 45 | 100,800 | 85 | 190,400 | 1,700 | 3,808,000 |
| 6 | 13,440 | 46 | 103,040 | 86 | 192,640 | 1,800 | 4,032,000 |
| 7 | 15,680 | 47 | 105,280 | 87 | 194,880 | 1,900 | 4,256,000 |
| 8 | 17,920 | 48 | 107,520 | 88 | 197,120 | 2,000 | 4,480,000 |
| 9 | 20,160 | 49 | 109,760 | 89 | 199,360 | 2,500 | 5,600,000 |
| 10 | 22,400 | 50 | 112,000 | 90 | 201,600 | 3,000 | 6,720,000 |
| 11 | 24,640 | 51 | 114,240 | 91 | 203,840 | 3,500 | 7,840,000 |
| 12 | 26,880 | 52 | 116,480 | 92 | 206,080 | 4,000 | 8,960,000 |
| 13 | 29,120 | 53 | 118,720 | 93 | 208,320 | 4,500 | 10,080,000 |
| 14 | 31,360 | 54 | 120,960 | 94 | 210,560 | 5,000 | 11,200,000 |
| 15 | 33,600 | 55 | 123,200 | 95 | 212,800 | 10,000 | 22,400,000 |
| 16 | 35,840 | 56 | 125,440 | 96 | 215,040 | 15,000 | 33,600,000 |

10 centimeters = 3.937 inches

METRIC WEIGHTS AND MEASURES. EQUIVALENTS.

MEASURES OF LENGTH

| Metric Name. | Equivalent. | Subdivisions. |
|------------------|-----------------------|--|
| Meter | 39.37 inches | 10 Decimeters or 100 Centimeters, or 1000 Millimeters. |
| Dekameter | 393.7 inches | 10 Meters. |
| Hectometer | 328 1-12 feet | 100 Meters. |
| Kilometer | 3280 10-12 feet | 1000 Meters. |
| Myriameter | 6.2137 miles | 10000 Meters. |

MEASURES OF VOLUME (Liquid Measure)

| Metric Name. | Equivalent in Liquid in Wine Measure. | Subdivisions. |
|------------------|---------------------------------------|---|
| Liter | 1.0567 quarts | 10 Deciliters, 100 Centiliters, or 1000 Milliliters |
| Dekaliter | 2.6417 gallons | 10 Liters. |
| Hectoliter | 26.417 gallons | 100 Liters. |
| Kiloliter | 264.17 gallons | 1000 Liters. |

(Dry Measure)

| Metric Name. | Equivalent. | Subdivisions. |
|------------------|------------------------------|---|
| Liter | .908 quarts | 10 Deciliters, 100 Centiliters, or 1000 Millimeters |
| Dekaliter | 9.08 quarts | 10 Liters |
| Hectoliter | 2 bushels, 37-20 pecks | 100 Liters. |
| Kiloliter | 1.308 cubic yards | 1000 Liters. |

WEIGHTS

| Metric Name. | Equivalent in Avoirdupois. | Subdivisions. |
|---------------------------|----------------------------|--|
| Gramme | 15.432 grains | |
| Kilogram | 2.2046 lbs. | 10 Hectograms, 100 Dekagrams, or 1000 grams. |
| Myriagram | 22.046 lbs. | 10 Kilograms. |
| Quintal | 220.46 lbs. | 100 Kilograms. |
| Millier or } Tonneau } | 2204.6 lbs. | 1000 Kilograms. |

| | |
|------------------------------------|-------------------------|
| Inch | 25.4 millimeters |
| Foot | 30.48 centimeters |
| Yard | 0.9144 meters |
| Chain (22 yards) | 20.12 meters |
| Furlong (10 chains 1-8 mile) | 201.16 meters |
| Mile | 1609.315 meters |
| Square inch | 6.45 centimeters square |
| Square foot | 9.29 decimeters square |
| Square yard | 0.84 meter square |
| Square pole (30 yards) | 25.29 meters square |
| Square rod (40 poles) | 10.117 are |
| Acre (4 rods) | 0.405 hectare |
| Square mile | 2.59 kilometers |
| Cubic inch | 16.39 centimeter cube |
| Cubic foot | 28.32 decimeter cube |
| Cubic yard | 0.76 meter cube |
| Centaire | 1.20 square yards |
| Are | 3.95 poles |

| | |
|---------------------------|------------------|
| Hectare | 2.47 acres |
| Millimeter | 0.039 inch |
| Centimeter | 0.394 inch |
| Decimeter | 3.94 inch |
| Meter | 39.37 inch |
| Meter | 3.28 feet |
| Meter | 1.09 yards |
| Decigram | 1.54 grains |
| Gram | 15.43 grains |
| Ounce | 28.33 grammes |
| Decagram | 0.35 ounce |
| Hectogram | 3.53 ounces |
| Kilogram | 2.20 pounds |
| Pint | 0.473 liter |
| Quart | 0.947 liter |
| Gallon | 3.79 liter |
| Peck | 9.087 liter |
| Quarter (8 bushels) | 2.908 hectoliter |

ac 43560 sq ft

miles 5250 = 1

WEIGHT OF BUSHELS.

| | |
|--------------------------|---------|
| Bushel of Barley | 48 lbs. |
| Bushel of Beans (edible) | 60 lbs. |
| Bushel of Buckwheat | 48 lbs. |
| Bushel Corn (Indian) | 56 lbs. |
| Bushel of Corn (meal) | 50 lbs. |
| Bushel of Malt (barley) | 34 lbs. |
| Bushel Onions | 52 lbs. |
| Bushel Oats | 32 lbs. |
| Bushel of Potatoes | 60 lbs. |
| Bushel of Rye | 56 lbs. |
| Bushel of Wheat | 60 lbs. |

CONTENTS OF WINE GALLON.

| | |
|--------------------------------------|------------------|
| Wine Gallon (United States Standard) | 231 cubic inches |
| 4 gills | 1 pint. |
| 2 pints | 1 quart. |
| 4 quarts | 1 gallon |
| 1 gallon | 128 fluid ounces |
| 42 gallons | tierce |

AVOIRDUPOIS WEIGHT.

| | |
|---------------|-----------------------|
| 16 drams | 1 ounce, oz. |
| 16 ounces | 1 pound, lb. |
| 28 pounds | 1 quarter, qr. |
| 4 quarters | 1 hundredweight, cwt. |
| 20 cwt. | 1 ton |
| 100 lbs. | 1 cental |
| 175 troy lbs. | 144 lbs. avoirdupois |
| 1 lb. troy | 5760 grains |
| 1 lb. avdp. | 7000 grains |

TROY WEIGHT.

| | |
|-----------|---------------------|
| 24 grains | 1 pennyweight, dwt. |
| 20 dwt. | 1 ounce, oz. |
| 12 oz. | 1 pound, lb. |

APOTHECARIES' WEIGHT.

| | |
|------------|-----------|
| 20 grains | 1 scruple |
| 3 scruples | 1 dram |
| 8 drams | 1 ounce |
| 12 ounces | 1 pound |

1 liter = 33.74 fluid ozs (231 c. in a gal)

FRENCH LITERS CONVERTED INTO WINE GALLONS. *Big ideas*

| Liters | Gallons | Liters | Gallons | Liters | Gallons |
|--------|---------|--------|---------|--------|-----------|
| 1 | .264 | 41 | 10.831 | 80 | 21.134 |
| 2 | .528 | 42 | 11.095 | 81 | 21.398 |
| 3 | .792 | 43 | 11.359 | 82 | 21.662 |
| 4 | 1.056 | 44 | 11.623 | 83 | 21.926 |
| 5 | 1.320 | 45 | 11.887 | 84 | 22.190 |
| 6 | 1.585 | 46 | 12.152 | 85 | 22.454 |
| 7 | 1.849 | 47 | 12.416 | 86 | 22.719 |
| 8 | 2.113 | 48 | 12.680 | 87 | 22.983 |
| 9 | 2.377 | 49 | 12.944 | 88 | 23.247 |
| 10 | 2.641 | 50 | 13.208 | 89 | 23.511 |
| 11 | 2.905 | 51 | 13.472 | 90 | 23.775 |
| 12 | 3.170 | 52 | 13.737 | 91 | 24.039 |
| 13 | 3.434 | 53 | 14.001 | 92 | 24.304 |
| 14 | 3.698 | 54 | 14.265 | 93 | 24.568 |
| 15 | 3.962 | 55 | 14.529 | 94 | 24.832 |
| 16 | 4.226 | 56 | 14.793 | 95 | 25.096 |
| 17 | 4.490 | 57 | 15.057 | 96 | 25.360 |
| 18 | 4.755 | 58 | 15.322 | 97 | 25.624 |
| 19 | 5.019 | 59 | 15.586 | 98 | 25.889 |
| 20 | 5.283 | 60 | 15.850 | 99 | 26.153 |
| 21 | 5.547 | 61 | 16.114 | 100 | 26.417 |
| 22 | 5.811 | 62 | 16.378 | 200 | 52.835 |
| 23 | 6.076 | 63 | 16.643 | 300 | 79.252 |
| 24 | 6.340 | 64 | 16.907 | 400 | 105.670 |
| 25 | 6.604 | 65 | 17.171 | 500 | 132.087 |
| 26 | 6.868 | 66 | 17.435 | 600 | 158.505 |
| 27 | 7.132 | 67 | 17.699 | 700 | 184.922 |
| 28 | 7.396 | 68 | 17.963 | 800 | 211.340 |
| 29 | 7.661 | 69 | 18.228 | 900 | 237.757 |
| 30 | 7.925 | 70 | 18.492 | 1,000 | 264.175 |
| 31 | 8.189 | 71 | 18.756 | 2,000 | 528.350 |
| 32 | 8.453 | 72 | 19.020 | 3,000 | 792.525 |
| 33 | 8.717 | 73 | 19.284 | 4,000 | 1,056.700 |
| 34 | 8.981 | 74 | 19.548 | 5,000 | 1,320.875 |
| 35 | 9.246 | 75 | 19.813 | 6,000 | 1,585.050 |
| 36 | 9.510 | 67 | 20.077 | 7,000 | 1,849.225 |
| 37 | 9.774 | 77 | 20.341 | 8,000 | 2,113.400 |
| 38 | 10.038 | 78 | 20.605 | 9,000 | 2,377.575 |
| 39 | 10.302 | 79 | 20.869 | 10,000 | 2,641.750 |
| 40 | 10.567 | | | | |

3.79

1287 = 33.77

1287
1137

1137
2930
2453
2770

133

1280

16

4

8

4

125
1264
512
2768
3375

FRENCH KILOGRAMS CONVERTED INTO AVOIRDUPOIS POUNDS.

1 Kilogram = 2.2046 Pounds.

1 lb. Avoirdupois = .453597 Kilogram.

| Kg. | Lbs. | Kg. | Lbs. | Kg. | Lbs. | Kg. | Lbs. |
|-----|--------|-----|---------|-----|---------|-----|-----------|
| 1 | 2.205 | 39 | 85.979 | 77 | 169.754 | 115 | 253.529 |
| 2 | 4.409 | 40 | 88.184 | 78 | 171.959 | 116 | 255.734 |
| 3 | 6.614 | 41 | 90.389 | 79 | 174.163 | 117 | 257.938 |
| 4 | 8.818 | 42 | 92.593 | 80 | 176.368 | 118 | 260.143 |
| 5 | 11.024 | 43 | 94.798 | 81 | 178.573 | 119 | 262.347 |
| 6 | 13.228 | 44 | 97.002 | 82 | 180.777 | 120 | 264.552 |
| 7 | 15.432 | 45 | 99.207 | 83 | 182.982 | 121 | 266.757 |
| 8 | 17.637 | 46 | 101.412 | 84 | 185.186 | 122 | 268.961 |
| 9 | 19.841 | 47 | 103.616 | 85 | 187.391 | 123 | 271.166 |
| 10 | 22.046 | 48 | 105.821 | 86 | 189.596 | 124 | 273.370 |
| 11 | 24.251 | 49 | 108.025 | 87 | 191.800 | 125 | 275.575 |
| 12 | 26.455 | 50 | 110.230 | 88 | 194.005 | 126 | 277.780 |
| 13 | 28.660 | 51 | 112.435 | 89 | 196.209 | 127 | 279.984 |
| 14 | 30.864 | 52 | 114.639 | 90 | 198.414 | 128 | 282.189 |
| 15 | 33.069 | 53 | 116.844 | 91 | 200.619 | 129 | 284.393 |
| 16 | 35.274 | 54 | 119.048 | 92 | 202.823 | 130 | 286.598 |
| 17 | 37.478 | 55 | 121.253 | 93 | 205.029 | 131 | 288.803 |
| 18 | 39.682 | 56 | 123.458 | 94 | 207.232 | 132 | 291.007 |
| 19 | 41.887 | 57 | 125.662 | 95 | 209.437 | 133 | 293.212 |
| 20 | 44.092 | 58 | 127.867 | 96 | 211.642 | 134 | 295.416 |
| 21 | 46.297 | 59 | 130.071 | 97 | 213.846 | 135 | 297.621 |
| 22 | 48.501 | 60 | 132.276 | 98 | 216.051 | 136 | 299.826 |
| 23 | 50.706 | 61 | 134.481 | 99 | 218.255 | 137 | 302.030 |
| 24 | 52.910 | 62 | 136.685 | 100 | 220.460 | 138 | 304.235 |
| 25 | 55.115 | 63 | 138.890 | 101 | 222.665 | 139 | 306.439 |
| 26 | 57.320 | 64 | 141.094 | 102 | 224.869 | 140 | 308.644 |
| 27 | 59.524 | 65 | 143.299 | 103 | 227.074 | 141 | 310.849 |
| 28 | 61.729 | 66 | 145.504 | 104 | 229.278 | 142 | 313.053 |
| 29 | 63.933 | 67 | 147.708 | 105 | 231.483 | 143 | 315.258 |
| 30 | 66.138 | 68 | 149.913 | 106 | 233.688 | 144 | 317.462 |
| 31 | 68.343 | 69 | 152.117 | 107 | 235.892 | 145 | 319.667 |
| 32 | 70.547 | 70 | 154.322 | 108 | 238.097 | 146 | 321.872 |
| 33 | 72.752 | 71 | 156.527 | 109 | 240.301 | 147 | 324.076 |
| 34 | 74.956 | 72 | 158.731 | 110 | 242.506 | 148 | 326.281 |
| 35 | 77.161 | 73 | 160.936 | 111 | 244.711 | 149 | 328.485 |
| 36 | 79.366 | 74 | 163.140 | 112 | 246.915 | 150 | 330.690 |
| 37 | 81.570 | 75 | 165.345 | 113 | 249.120 | 250 | 551.150 |
| 38 | 83.775 | 76 | 167.550 | 114 | 251.324 | 500 | 1,102.300 |

**VENEZUELAN, CUBAN AND PORTO RICAN POUNDS CONVERTED
INTO UNITED STATES POUNDS.**

| <i>Lb. Ven.</i> | <i>Lb. As'd.</i> | <i>Lb. Ven.</i> | <i>Lb. As'd.</i> | <i>Lb. Ven.</i> | <i>Lb. As'd.</i> | <i>Lb. Ven.</i> | <i>Lb. As'd.</i> |
|---------------------|------------------|---------------------|------------------|---------------------|------------------|---------------------|------------------|
| 1 | 1.02 | 35 | 35.56 | 69 | 70.11 | 250 | 254.03 |
| 2 | 2.03 | 36 | 36.58 | 70 | 71.13 | 300 | 304.33 |
| 3 | 3.05 | 37 | 37.59 | 71 | 72.14 | 350 | 355.64 |
| 4 | 4.06 | 38 | 38.61 | 72 | 73.16 | 400 | 406.44 |
| 5 | 5.08 | 39 | 39.63 | 73 | 74.18 | 450 | 457.25 |
| 6 | 6.10 | 40 | 40.64 | 74 | 75.19 | 500 | 508.05 |
| 7 | 7.11 | 41 | 41.66 | 75 | 76.21 | 550 | 558.86 |
| 8 | 8.13 | 42 | 42.68 | 76 | 77.22 | 600 | 609.66 |
| 9 | 9.14 | 43 | 43.69 | 77 | 78.24 | 650 | 660.47 |
| 10 | 10.16 | 44 | 44.70 | 78 | 79.26 | 700 | 711.27 |
| 11 | 11.18 | 45 | 45.72 | 79 | 80.27 | 750 | 762.08 |
| 12 | 12.19 | 46 | 46.74 | 80 | 81.29 | 800 | 812.88 |
| 13 | 13.20 | 47 | 47.76 | 81 | 82.30 | 850 | 863.69 |
| 14 | 14.23 | 48 | 48.77 | 82 | 83.32 | 900 | 914.49 |
| 15 | 15.24 | 49 | 49.79 | 83 | 84.34 | 950 | 965.30 |
| 16 | 16.26 | 50 | 50.81 | 84 | 85.35 | 1,000 | 1,016.10 |
| 17 | 17.27 | 51 | 51.82 | 85 | 86.37 | 1,500 | 1,524.15 |
| 18 | 18.29 | 52 | 52.84 | 86 | 87.38 | 2,000 | 2,032.20 |
| 19 | 19.30 | 53 | 53.85 | 87 | 88.40 | 2,500 | 2,540.25 |
| 20 | 20.32 | 54 | 54.87 | 88 | 89.42 | 3,000 | 3,048.30 |
| 21 | 21.34 | 55 | 55.89 | 89 | 90.43 | 3,500 | 3,556.35 |
| 22 | 22.35 | 56 | 56.90 | 90 | 91.45 | 4,000 | 4,064.40 |
| 23 | 23.37 | 57 | 57.92 | 91 | 92.47 | 4,500 | 4,572.45 |
| 24 | 24.39 | 58 | 58.93 | 92 | 93.48 | 5,000 | 5,080.50 |
| 25 | 25.40 | 59 | 59.95 | 93 | 94.50 | 5,500 | 5,588.55 |
| 26 | 26.42 | 60 | 60.97 | 94 | 95.51 | 6,000 | 6,096.60 |
| 27 | 27.43 | 61 | 61.98 | 95 | 96.53 | 6,500 | 6,604.65 |
| 28 | 28.45 | 62 | 62.99 | 96 | 97.55 | 7,000 | 7,112.70 |
| 29 | 29.47 | 63 | 64.01 | 97 | 98.56 | 7,500 | 7,620.75 |
| 30 | 30.48 | 64 | 65.03 | 98 | 99.58 | 8,000 | 8,128.80 |
| 31 | 31.50 | 65 | 66.05 | 99 | 100.59 | 8,500 | 8,636.85 |
| 32 | 32.52 | 66 | 67.06 | 100 | 101.61 | 9,000 | 9,144.90 |
| 33 | 33.53 | 67 | 68.08 | 150 | 152.42 | 9,500 | 9,652.95 |
| 34 | 34.55 | 68 | 69.09 | 200 | 203.22 | 10,000 | 10,161.00 |

RUSSIAN POODS CONVERTED INTO AVOIRDUPOIS POUNDS.

40 Funt (Russian Lbs.) = 1 Pood.

| R. lbs. | U. S. Lbs. | P. | U. S. Lbs. | P. | U. S. Lbs. | P. | U. S. Lbs. |
|---------|------------|----|------------|----|------------|-------|------------|
| 1 | .90 | 38 | 34.31 | 36 | 1,300.07 | 73 | 2,636.25 |
| 2 | 1.81 | 39 | 35.21 | 37 | 1,336.18 | 74 | 2,672.36 |
| 3 | 2.71 | 1 | 36.11 | 38 | 1,372.29 | 75 | 2,708.48 |
| 4 | 3.61 | 2 | 72.23 | 39 | 1,408.41 | 76 | 2,744.59 |
| 5 | 4.51 | 3 | 108.34 | 40 | 1,444.52 | 77 | 2,780.70 |
| 6 | 5.42 | 4 | 144.45 | 41 | 1,480.63 | 78 | 2,816.81 |
| 7 | 6.32 | 5 | 180.57 | 42 | 1,516.75 | 79 | 2,852.93 |
| 8 | 7.22 | 6 | 216.68 | 43 | 1,552.86 | 80 | 2,889.04 |
| 9 | 8.13 | 7 | 252.79 | 44 | 1,588.97 | 81 | 2,925.15 |
| 10 | 9.03 | 8 | 288.90 | 45 | 1,625.09 | 82 | 2,961.27 |
| 11 | 9.93 | 9 | 325.02 | 46 | 1,661.20 | 83 | 2,997.38 |
| 12 | 10.83 | 10 | 361.13 | 47 | 1,697.31 | 84 | 3,033.49 |
| 13 | 11.74 | 11 | 397.24 | 48 | 1,733.42 | 85 | 3,069.61 |
| 14 | 12.64 | 12 | 433.36 | 49 | 1,769.54 | 86 | 3,105.72 |
| 15 | 13.54 | 13 | 469.47 | 50 | 1,805.65 | 87 | 3,141.83 |
| 16 | 14.45 | 14 | 505.58 | 51 | 1,841.76 | 88 | 3,177.94 |
| 17 | 15.35 | 15 | 541.70 | 52 | 1,877.88 | 89 | 3,214.06 |
| 18 | 16.25 | 16 | 577.81 | 53 | 1,913.99 | 90 | 3,250.17 |
| 19 | 17.15 | 17 | 613.92 | 54 | 1,950.10 | 91 | 3,286.28 |
| 20 | 18.06 | 18 | 650.03 | 55 | 1,986.22 | 92 | 3,322.40 |
| 21 | 18.96 | 19 | 686.15 | 56 | 2,022.33 | 93 | 3,358.51 |
| 22 | 19.86 | 20 | 722.26 | 57 | 2,058.44 | 94 | 3,394.62 |
| 23 | 20.77 | 21 | 758.37 | 58 | 2,094.55 | 95 | 3,430.74 |
| 24 | 21.67 | 22 | 794.49 | 59 | 2,130.67 | 96 | 3,466.85 |
| 25 | 22.57 | 23 | 830.60 | 60 | 2,166.78 | 97 | 3,502.96 |
| 26 | 23.47 | 24 | 866.71 | 61 | 2,202.89 | 98 | 3,539.07 |
| 27 | 24.38 | 25 | 902.83 | 62 | 2,239.01 | 99 | 3,575.19 |
| 28 | 25.28 | 26 | 938.94 | 63 | 2,275.12 | 100 | 3,611.30 |
| 29 | 26.18 | 27 | 975.05 | 64 | 2,311.23 | 200 | 7,222.60 |
| 30 | 27.09 | 28 | 1,011.16 | 65 | 2,347.35 | 300 | 10,833.90 |
| 31 | 27.99 | 29 | 1,047.28 | 66 | 2,383.46 | 400 | 14,445.20 |
| 32 | 28.89 | 30 | 1,083.39 | 67 | 2,419.57 | 500 | 18,056.50 |
| 33 | 29.77 | 31 | 1,119.50 | 68 | 2,455.68 | 600 | 21,667.80 |
| 34 | 30.70 | 32 | 1,155.62 | 69 | 2,491.78 | 700 | 25,279.10 |
| 35 | 31.60 | 33 | 1,191.73 | 70 | 2,527.91 | 800 | 28,890.40 |
| 36 | 32.50 | 34 | 1,227.84 | 71 | 2,564.02 | 900 | 32,501.70 |
| 37 | 33.41 | 35 | 1,263.96 | 72 | 2,600.14 | 1,000 | 36,113.00 |

TURKISH OKES CONVERTED INTO POUNDS AVOIRDUPOIS.

1 Oka = 2.81857 lbs. (T. D. 28585.)

| <i>Okes</i> | <i>Lbs.</i> | <i>Okes</i> | <i>Lbs.</i> | <i>Okes</i> | <i>Lbs.</i> |
|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | 2.818 | 41 | 115.561 | 81 | 228.304 |
| 2 | 5.637 | 42 | 118.379 | 82 | 231.122 |
| 3 | 8.455 | 43 | 121.198 | 83 | 233.941 |
| 4 | 11.274 | 44 | 124.017 | 84 | 236.759 |
| 5 | 14.092 | 45 | 126.835 | 85 | 239.578 |
| 6 | 16.911 | 46 | 129.654 | 86 | 242.397 |
| 7 | 17.929 | 47 | 132.472 | 87 | 245.215 |
| 8 | 22.548 | 48 | 135.291 | 88 | 248.034 |
| 9 | 25.367 | 49 | 138.109 | 89 | 250.852 |
| 10 | 28.185 | 50 | 140.928 | 90 | 253.671 |
| 11 | 31.004 | 51 | 143.747 | 91 | 256.489 |
| 12 | 33.822 | 52 | 146.565 | 92 | 259.308 |
| 13 | 36.641 | 53 | 149.384 | 93 | 262.127 |
| 14 | 39.459 | 54 | 152.202 | 94 | 264.945 |
| 15 | 42.278 | 55 | 155.021 | 95 | 267.764 |
| 16 | 45.097 | 56 | 157.839 | 96 | 270.582 |
| 17 | 47.915 | 57 | 160.658 | 97 | 273.401 |
| 18 | 50.734 | 58 | 163.477 | 98 | 276.219 |
| 19 | 53.552 | 59 | 166.295 | 99 | 279.038 |
| 20 | 56.371 | 60 | 169.114 | 100 | 281.857 |
| 21 | 59.189 | 61 | 171.932 | 200 | 563.714 |
| 22 | 62.008 | 62 | 174.751 | 300 | 845.571 |
| 23 | 64.827 | 63 | 177.569 | 400 | 1,127.428 |
| 24 | 67.645 | 64 | 180.388 | 500 | 1,409.285 |
| 25 | 70.464 | 65 | 183.207 | 600 | 1,691.142 |
| 26 | 73.282 | 66 | 186.025 | 700 | 1,972.999 |
| 27 | 76.101 | 67 | 188.844 | 800 | 2,254.856 |
| 28 | 78.919 | 68 | 191.662 | 900 | 2,536.713 |
| 29 | 81.738 | 69 | 194.481 | 1,000 | 2,818.57 |
| 30 | 84.557 | 70 | 197.299 | 2,000 | 5,637.14 |
| 31 | 87.375 | 71 | 200.118 | 3,000 | 8,455.71 |
| 32 | 90.194 | 72 | 202.937 | 4,000 | 11,274.28 |
| 33 | 93.012 | 73 | 205.755 | 5,000 | 14,092.85 |
| 34 | 95.831 | 74 | 208.574 | 6,000 | 16,911.42 |
| 35 | 98.649 | 75 | 211.392 | 7,000 | 19,729.99 |
| 36 | 101.468 | 76 | 214.211 | 8,000 | 22,548.56 |
| 37 | 104.287 | 77 | 217.029 | 9,000 | 25,367.13 |
| 38 | 107.105 | 78 | 219.848 | 10,000 | 28,185.7 |
| 39 | 109.924 | 79 | 222.667 | | |
| 40 | 112.742 | 80 | 225.485 | | |

JAPANESE MOMMES CONVERTED INTO AVOIRDUPOIS POUNDS.

| M. | Pounds. | M. | Pounds. | M. | Pounds. | M. | Pounds. |
|----|---------|----|---------|----|---------|-----|---------|
| 1 | .00826 | 26 | .21494 | 51 | .42162 | 76 | .62831 |
| 2 | .01653 | 27 | .22321 | 52 | .42989 | 77 | .63657 |
| 3 | .02480 | 28 | .23148 | 53 | .43816 | 78 | .64484 |
| 4 | .03306 | 29 | .23975 | 54 | .44643 | 79 | .65311 |
| 5 | .04133 | 30 | .24801 | 55 | .45469 | 80 | .66138 |
| 6 | .04960 | 31 | .25628 | 56 | .46296 | 81 | .66964 |
| 7 | .05787 | 32 | .26455 | 57 | .47123 | 82 | .67791 |
| 8 | .06613 | 33 | .27281 | 58 | .47950 | 83 | .68618 |
| 9 | .07440 | 34 | .28108 | 59 | .48776 | 84 | .69444 |
| 10 | .08267 | 35 | .28935 | 60 | .49603 | 85 | .70271 |
| 11 | .09093 | 36 | .29762 | 61 | .50430 | 86 | .71098 |
| 12 | .09920 | 37 | .30588 | 62 | .51256 | 87 | .71925 |
| 13 | .10747 | 38 | .31415 | 63 | .52083 | 88 | .72751 |
| 14 | .11574 | 39 | .32242 | 64 | .52910 | 89 | .73578 |
| 15 | .12400 | 40 | .33069 | 65 | .53737 | 90 | .74405 |
| 16 | .13227 | 41 | .33895 | 66 | .54563 | 91 | .75231 |
| 17 | .14054 | 42 | .34722 | 67 | .55390 | 92 | .76058 |
| 18 | .14881 | 43 | .35549 | 68 | .56217 | 93 | .76885 |
| 19 | .15707 | 44 | .36375 | 69 | .57044 | 94 | .77712 |
| 20 | .16534 | 45 | .37202 | 70 | .57870 | 95 | .78538 |
| 21 | .17361 | 46 | .38029 | 71 | .58697 | 96 | .79365 |
| 22 | .18187 | 47 | .38856 | 72 | .59524 | 97 | .80192 |
| 23 | .19014 | 48 | .39682 | 73 | .60350 | 98 | .81019 |
| 24 | .19841 | 49 | .40509 | 74 | .61177 | 99 | .81845 |
| 25 | .20668 | 50 | .41336 | 75 | .62004 | 100 | .82672 |

CHINESE PECULS CONVERTED INTO AVOIRDUPOIS POUNDS.

1 Pecul = 133.333 Lbs. Avoirdupois.

| Pcls. | Lbs. | Pcls. | Lbs. | Pcls. | Lbs. | Pcls. | Lbs. |
|-------|----------|-------|----------|-------|-----------|--------|--------------|
| 1 | 133.33 | 33 | 4,400.00 | 65 | 8,666.67 | 97 | 12,933.33 |
| 2 | 266.67 | 34 | 4,533.33 | 66 | 8,800.00 | 98 | 13,066.67 |
| 3 | 400.00 | 35 | 4,666.67 | 67 | 8,933.33 | 99 | 13,200.00 |
| 4 | 533.33 | 36 | 4,800.00 | 68 | 9,066.67 | 100 | 13,333.33 |
| 5 | 666.67 | 37 | 4,933.33 | 69 | 9,200.00 | 200 | 26,666.67 |
| 6 | 800.00 | 38 | 5,066.67 | 70 | 9,333.33 | 300 | 40,000.00 |
| 7 | 933.33 | 39 | 5,200.00 | 71 | 9,466.67 | 400 | 53,333.33 |
| 8 | 1,066.67 | 40 | 5,333.33 | 72 | 9,600.00 | 500 | 66,666.67 |
| 9 | 1,200.00 | 41 | 5,466.67 | 73 | 9,733.33 | 600 | 80,000.00 |
| 10 | 1,333.33 | 42 | 5,600.00 | 74 | 9,866.67 | 700 | 93,333.33 |
| 11 | 1,466.67 | 43 | 5,733.33 | 75 | 10,000.00 | 800 | 106,666.67 |
| 12 | 1,600.00 | 44 | 5,866.67 | 76 | 10,133.33 | 900 | 120,000.00 |
| 13 | 1,733.33 | 45 | 6,000.00 | 77 | 10,266.67 | 1,000 | 133,333.33 |
| 14 | 1,866.67 | 46 | 6,133.33 | 78 | 10,400.00 | 1,500 | 200,000.00 |
| 15 | 2,000.00 | 47 | 6,266.67 | 79 | 10,533.33 | 2,000 | 266,666.67 |
| 16 | 2,133.33 | 48 | 6,400.00 | 80 | 10,666.67 | 2,500 | 333,333.33 |
| 17 | 2,266.67 | 49 | 6,533.33 | 81 | 10,800.00 | 3,000 | 400,000.00 |
| 18 | 2,400.00 | 50 | 6,666.67 | 82 | 10,933.33 | 3,500 | 466,666.67 |
| 19 | 2,533.33 | 51 | 6,800.00 | 83 | 11,066.67 | 4,000 | 533,333.33 |
| 20 | 2,666.67 | 52 | 6,933.33 | 84 | 11,200.00 | 4,500 | 600,000.00 |
| 21 | 2,800.00 | 53 | 7,066.67 | 85 | 11,333.33 | 5,000 | 666,666.67 |
| 22 | 2,933.33 | 54 | 7,200.00 | 86 | 11,466.67 | 5,500 | 733,333.33 |
| 23 | 3,066.67 | 55 | 7,333.33 | 87 | 11,600.00 | 6,000 | 800,000.00 |
| 24 | 3,200.00 | 56 | 7,466.67 | 88 | 11,733.33 | 6,500 | 866,666.67 |
| 25 | 3,333.33 | 57 | 7,600.00 | 89 | 11,866.67 | 7,000 | 933,333.33 |
| 26 | 3,466.67 | 58 | 7,733.33 | 90 | 12,000.00 | 7,500 | 1,000,000.00 |
| 27 | 3,600.00 | 59 | 7,866.67 | 91 | 12,133.33 | 8,000 | 1,066,666.67 |
| 28 | 3,733.33 | 60 | 8,000.00 | 92 | 12,266.67 | 8,500 | 1,133,333.33 |
| 29 | 3,866.67 | 61 | 8,133.33 | 93 | 12,400.00 | 9,000 | 1,200,000.00 |
| 30 | 4,000.00 | 62 | 8,266.67 | 94 | 12,533.33 | 9,500 | 1,266,666.67 |
| 31 | 4,133.33 | 63 | 8,400.00 | 95 | 12,666.67 | 10,000 | 1,333,333.33 |
| 32 | 4,266.67 | 64 | 8,533.33 | 96 | 12,800.00 | 20,000 | 2,666,666.66 |

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF CHEMISTRY.

FOOD AND DRUG INSPECTION LABORATORY.

United States Appraisers' Stores, 177 State Street, Boston.
Telephone, Main 5865.

ARTHUR L. SULLIVAN

Chief of Food and Drug Inspection Laboratory

Assistants

EDMUND CLARK

ALPHEUS G. WOODMAN

FRANK O. WOODRUFF

The duties of this department are administered in co-operation with the Appraisers' and Collectors' Departments of Customs Service.

All imports of food, drugs and insecticide are submitted by the Appraiser to the Laboratory for examination. This examination may either be for adulteration or misbranding, as provided for under the Food and Drugs Act, and Insecticide Act. If, in the opinion of the Laboratory, the merchandise requires examination or analysis, the importer or his agent is notified that samples have been taken from the examination packages at the Appraisers' Stores. The costs of these samples are paid within thirty days, upon presentation of the proper voucher to the Chief of the Laboratory. Pending this examination, the importer or owner of the merchandise, should not dispose of any of the goods on this invoice under provisions of the penal bond, even though they have been delivered from the dock.

Immediately upon completion of the analysis, opportunity is given to present evidence, if the importation is in any way contrary to law.

In case of misbranding, an opportunity is usually given the importer to correct or amend the label.

If the result of the analysis shows that the goods are adulterated, appeal can be made to the Board of Food and Drug Inspection, at Washington. If an unfavorable decision is rendered by this Board, and the merchant is required to export the goods, a refund is made of the duty paid thereon.

Information concerning the status of food shipments detained by the Laboratory and reported to the Collector can be found at Desk No. 8, in the Inward Foreign Department of the Collector's Office.

Also located at the Laboratory are the following Food Inspectors: George H. Adams (in charge), C. E. Holton and W. W. Paine, whose duties are to supervise and inspect shipments of food and drug products, engaged in Interstate Commerce, for the District of New England.

BUREAU OF ANIMAL INDUSTRY.

141 Milk Street.

Telephone, **Main 3098.**

DR. J. F. RYDER

Inspector in Charge

The duties of this department are threefold:

1. *Meat Inspection.* The ante mortem and post mortem inspection of meat-producing animals and their products for interstate and export trade. Employees are stationed at the principal abattoirs and also at curing and sausage manufacturing establishments. A branch office for the convenience of the dealers in the Boston Market District is maintained at 60 North Market Street; telephone, Richmond 65.

2. *Live Stock Inspection.* The inspection of horses, cattle, sheep and other animals imported and exported at the port of Boston. Horses for Canada require mallein test and cattle for Canada require tuberculin test. Certificates issued by inspectors of the Bureau. The Bureau also carries on work for the eradication of contagious diseases of animals.

3. *Quarantine of Animals.* A quarantine station is maintained at Littleton, Mass., for the quarantine of cattle, sheep and other ruminants and swine imported into the United States through the port of Boston. All animals which are detained by this department are sent to the above station.

BUREAU OF ENTOMOLOGY.

6 Beacon Street.

Telephone, **Haymarket 2465.**

D. M. ROGERS

Superintendent of Moth Works

This department has in charge the work of preventing the spread of the gypsy and brown-tail moth in New England, and in this work three or four hundred men are employed. This department has a parasite laboratory at Melrose Highlands where enemies of the moths are reared for distribution. At this laboratory experiments are also conducted relating to food plants of the caterpillar.

WEATHER BUREAU.

149 Post Office Building.

Telephone, Main 491.

JOHN W. SMITH

District Forecaster and Section Forecaster

EXPLANATION OF WEATHER FLAGS.



INTERPRETATION OF DISPLAYS.

- No. 1, alone, indicates fair weather, stationary temperature.
- No. 2, alone, indicates rain or snow, stationary temperature.
- No. 3, alone, indicates local rain or snow, stationary temperature.
- No. 1, with No. 4 above it, indicates fair weather, warmer.
- No. 1, with No. 4 below it, indicates fair weather, colder.
- No. 2, with No. 4 above it, indicates rain or snow, warmer.
- No. 2, with No. 4 below it, indicates rain or snow, colder.
- No. 3, with No. 4 above it, indicates local rain or snow, warmer.
- No. 3, with No. 4 below it, indicates local rain or snow, colder.

WILLIS L. MOORE,

Chief United States Weather Bureau.

EXPLANATION OF WHISTLE SIGNALS.

A warning blast of from fifteen to twenty seconds' duration is sounded to attract attention. After this warning the longer blasts (of from four to six seconds' duration) refer to weather, and shorter blasts (of from one to three seconds' duration) refer to temperature; those for weather are sounded first.

One long blast indicates fair weather.

Two long blasts indicate rain or snow.

Three long blasts indicate local rain or snow.

One short blast indicates lower temperature.

Two short blasts indicate higher temperature.

Three short blasts indicate cold wave.

By repeating each combination a few times, with intervals of ten seconds, liability to error in reading the signals may be avoided.

Metropolitan Coal Co.

Retail — Wholesale

Vessels coaled alongside
or at anchorage

Telephone: MAIN 4640

20 Exchange Place, BOSTON

NEW YORK

BOSTON

LUCE'S PRESS CLIPPING BUREAU

62 Devonshire Street, Boston

66 Park Place, New York

Employs about 100 persons in reading more newspapers and periodicals than are read by any other office in the world, who cut from them to order—matter for Public Men, Officials, Financiers, Lawyers, Reformers, Authors, Candidates, and others with a personal interest; but chiefly to serve Railroad, Insurance, Manufacturing and other Corporations, Contractors, Supply Houses, and all sorts of business concerns that seek contracts or trade from a distance, and want to know of chances to do business.

Booklet, terms and suggestions as to how we can help, sent on request.

SMALL CRAFT, STORM, AND HURRICANE WARNINGS.



White



Red



Red with Black Center

Small Craft

Storm

Hurricane



N. W. Winds

S. W. Winds

N. E. Winds

S. E. Winds

Explanation of Small Craft, Storm, and Hurricane Warnings.

Small Craft Warning. A red pennant indicates that moderately strong winds are expected.

Storm Warning. A red flag with a black center indicates that a storm of marked violence is expected.

The pennants displayed with the flags indicate the direction of the wind: white, westerly (from southwest to north); red, easterly (from northeast to south). The pennant above the flag indicates that the wind is expected to blow from the northerly quadrants; below, from the southerly quadrants.

By night a red light indicates easterly winds, and a white light below a red light, westerly winds.

Hurricane Warning. Two red flags with black centers, displayed one above the other, indicate the expected approach of a tropical hurricane, or one of those extremely severe and dangerous storms which occasionally move across the Lakes and northern Atlantic coast.

No night small craft or hurricane warnings are displayed at this port.

Any information in regard to the weather forecast will be given upon request to Weather Bureau.

UNITED STATES DEPARTMENT OF COMMERCE.

IMMIGRATION SERVICE.

Long Wharf, Atlantic Avenue (foot of State Street).

Telephone, Main 380.

United States Commissioner of Immigration

COLONEL GEORGE B. BILLINGS

Assistant Commissioner

JEREMIAH J. HURLEY

Surgeon in Charge

DR. M. V. SAFFORD

The principal function of this Bureau is to examine arriving immigrants to see that the provisions of the various laws are carried out forbidding the landing of certain prohibited classes, among which are convicts, lunatics, idiots, persons suffering from loathsome or dangerous and contagious diseases, paupers, persons likely to become public charges, prostitutes, polygamists, contract laborers and others.

Immigrants arrived 1911:

| | |
|---------------|--------|
| Steerage..... | 39,007 |
| Cabin..... | 22,889 |
| Total..... | 61,896 |

Immigrants arrived 1912:

| | |
|---------------|--------|
| Steerage..... | 48,194 |
| Cabin..... | 23,832 |
| Total..... | 72,026 |

LIGHTHOUSE SERVICE.

19 Congress Street.

Telephone, Main 1794.

R. H. GODDARD, *Inspector, Second Lighthouse District*

S. A. SAVAGE, *Superintendent*

W. G. YEAGER, *Chief Clerk*

The lighthouse service is divided into districts. The officers of each department have charge of the maintenance and operation of all aids to navigation within their respective districts. The second lighthouse district, which includes the port of Boston, extends from Hampton Harbor, N. H., to Elisha Ledge, off Warren Point, R. I. It embraces all seacoast and tidal waters within these boundaries, except the Taunton River and that part of Mt. Hope Bay lying within the bounds of the State.

STEAMBOAT INSPECTION SERVICE.

33 Broad Street.

Telephone, Main 933.

U. S. Supervising Inspector, Fifth District

JOHN D. SLOANE

U. S. Local Inspector of Hulls

JOHN F. BLAIN

U. S. Assistant Inspectors of Hulls

OSCAR G. HAINES

FRANK C. LANE

U. S. Local Inspector of Boilers

ANDREW J. SAVAGE

U. S. Assistant Inspectors of Boilers

WILLIAM M. GILMAN

FRANK L. GOUDEY

The supervising inspector located at Boston has general supervision over the fifth district, which includes the local boards of inspectors at Boston, Portland and Bangor, Me; Providence, R. I., and New London, Conn. The supervising inspector oversees the work of the local inspectors of his district; sees that the rules and regulations and laws of the Steamboat Inspection Service are uniformly enforced; that the hulls of all vessels under the jurisdiction of this Service are in a seaworthy condition; that the life-saving equipment required on steam vessels is kept in good condition; and that said equipment complies with all the requirements of the law.

The Service requires that boat and fire drills be held at regular intervals in order to determine the efficiency of the crews. The inspector must see that all pumps and fire-fighting apparatus is in good condition; that boilers and machinery on steam vessels is in a safe condition; and in general, enforce the rules and regulations and laws of the Steamboat Inspection Service.

The supervising inspector must see that all certificates of inspection and licenses are properly issued; he must hear and consider all appeals from decisions of local boards under his jurisdiction; must examine and sign all expense accounts and reports of the inspectors under his jurisdiction; and once in every year is required by law to attend the annual meeting of the Board of Supervising Inspectors to assist in the revision of and addition to the General Rules and Regulations of the Steamboat Inspection Service.

UNITED STATES DEPARTMENT OF INTERIOR.

UNITED STATES ATTORNEYS.

Office, Room 98, Federal Building.

Telephone, Fort Hill 680.

United States Attorney

ASA P. FRENCH

Special Assistant United States Attorney

WILLIAM C. MATTHEWS

Assistant United States Attorneys

WILLIAM H. GARLAND

JAMES S. ALLEN, JR.

E. MARK SULLIVAN

DANIEL A. SHEA

The United States Attorney is the chief law officer of the Federal Government in the district for which he is appointed, and it is his duty to investigate and prosecute, if he thinks the facts justify it, all violations which are brought to his attention of any law of the United States. It is his duty, also, to represent the United States in civil suits brought by or against it pending in his district, and to institute proceedings in condemnation of land required by the general Government for Federal purposes.

UNITED STATES MARSHALS.

Office, Room 101, Federal Building.

Telephone, Fort Hill 680.

Marshal

GUY MURCHIE

Chief Deputy Marshal

CHARLES F. MORSE

Field Deputy Marshal

EDWARD J. LEYDEN

Deputy Marshals

CHARLES A. BANCROFT

DONALD CAMERON

JAMES C. RUHL

GEORGE A. CROCKWELL

JAMES A. TIGHE

GEORGE T. MARVIN

GEORGE S. GLOVER

The United States Marshal represents the power of the civil authority of the United States in that all lawful precepts and processes must be executed by him and in his name. He puts in force all disputed laws and carries out the operation of all orders of the United States Courts. The Marshal is the disbursing officer for the Department of Justice in his district and takes care of all expenses in maintaining that department except such as are paid direct from Washington.

UNITED STATES NAVY DEPARTMENT.

UNITED STATES NAVY HYDROGRAPHIC OFFICE.

131 State Street, Room 431.

Telephone, Main 2768-M.

LIEUTENANT DOUGLAS W. FULLER, U. S. N., *In Charge*

The United States Hydrographic Office distributes notices to Mariners, Extracts from Notices to Mariners, and Pilot Charts to all shipping interests who desire them, in the district extending from Eastport to Point Judith, keeping a complete list of Hydrographic and Coast Survey Charts, corrected to date, on file in the office for reference. It receives and forwards to the main office in Washington any information of interest to mariners, such as reports of icebergs, wrecks, derelicts, etc. It also operates the time ball of this port (located on top of the Ames Building).

UNITED STATES NAVAL STATION.

Boston, Mass.

COMMANDANT'S OFFICE. Captain D. W. Coffman, *Commandant*, United States Navy Yard, Charlestown; Commander W. D. Brotherton, *Aide to Commandant*, United States Navy Yard, Charlestown.

OFFICE OF CAPTAIN OF YARD. Commander J. W. Oman, *Captain of Yard*, United States Navy Yard, Charlestown.

MACHINERY DIVISION. Commander E. L. Beach, *Engineer Officer*, United States Navy Yard, Charlestown.

HULL DIVISION. Naval Constructor W. J. Baxter, *Construction Officer*, United States Navy Yard, Charlestown.

PUBLIC WORKS DEPARTMENT. Civil Engineer R. E. Bakenhus, *Public Works Officer*, United States Navy Yard, Charlestown.

INSPECTION DEPARTMENT. Commander S. E. W. Kittelle, *Inspection Officer*, United States Navy Yard, Charlestown.

GENERAL STOREKEEPER'S DEPARTMENT. Paymaster William T. Gray, *General Storekeeper*, United States Navy Yard, Charlestown.

ACCOUNTING OFFICE. Paymaster W. D. Sharp, *Accounting Officer*, 22 Newbury Street, Boston, Mass.

YARD DISPENSARY. Medical Inspector F. W. F. Wieber, *Medical Officer*, United States Navy Yard, Charlestown.

CHAPLAIN. Chaplain C. M. Charlton, 16 Kirkland Road, Cambridge, Mass.

RECEIVING SHIP. Captain F. W. Kellogg, *Commanding*.

MARINE BARRACKS. Colonel T. P. Kane.

NAVAL PRISON. Captain, U. S. M. C., Paul E. Chamberlin, *Commanding*, 133 Peterborough Street, Boston.

NAVAL HOSPITAL, Chelsea, Mass.; telephone, Chelsea 40. Medical Inspector G. B. Wilson.

NAVAL MAGAZINE, Hingham, Mass. Lieutenant Commander O. G. Murfin, House at Magazine. Telephone, Hingham 98.

NITRE DEPOT, Malden, Mass. Chief Gunner James Shannon, *In Charge*.

NAVAL RECRUITING STATION, 146 Tremont Street, Boston; telephone, Oxford 463. Lieutenant Commander P. N. Olmstead, Boston City Club.

NAVY PAY OFFICE, 70 Kilby Street, Boston; telephone, Main 531. Pay Director C. S. Williams, 1584 Beacon Street, Brookline, Mass.

OFFICE OF NAVAL INSPECTOR OF ENGINEERING MATERIAL, Beacon Building, Boston; telephone, Haymarket 757. Commander Luke McNamee, 5 Brimmer Street, Boston, Mass.

BOSTON NAVY YARD.

The Navy Yard at Boston is situated at the confluence of the Charles and Mystic Rivers, on land formerly known as "Moulton's Point," where British troops landed for the Battle of Bunker Hill. Jurisdiction was ceded by the State of Massachusetts to the United States in 1800, over an area of 65 acres, and there was purchased for the Government in that year, by Dr. Aaron Putnam, 35 acres for \$37,356. This area has been increased by subsequent purchases of 5186 square feet from Captain Isaac Hull, August 15, 1817, for \$3,889.50, and 115,210½ square feet from Oakman and Eldridge, June 1, 1863, for \$123,100. This, with the filling in of the flats and marshes makes an area of 87¼ acres (in 1880) and it has been increased since then.

It is surrounded on the land side with a substantial granite wall twelve feet high, that was built in 1825-26.

There are now inside the walls about ninety buildings, besides numerous outhouses and temporary buildings. The oldest building now standing is No. 5, built in 1803, of brick, for a storehouse, offices, sail-loft, etc., now occupied in part by the Naval Library and Institute, Museum, Court-Martial room, Labor Board and Receiving Ship offices.

The dwelling house for the Commandant was finished in 1809. The Commandant's office is located in building No. 39; which building is now known as the Administration Building. Samuel Nicholson was the first Commandant (1800-1811).

Four brick dwelling houses facing the old Salem Turnpike (now Chelsea Street) were first occupied in 1826. They are now allotted to the Captain of the Yard, Civil Engineer, Chief Engineer Officer, and Senior Surgeon of the Yard. The five brick dwelling houses near the main gate, western entrance, were erected in 1833, for the Warrant Officers. They are now occupied by the Commandant's Aide, Naval Constructor, Inspection Officer, Steam Engineer Officer and General Storekeeper.

The Marine Barracks occupies an area, including the parade ground, of 1½ acres and can accommodate 250 marines, with the necessary complement of officers and officers' quarters.

The Pharmacist has quarters over the Dispensary and the Post Master lives in the brick house next the main gate.

The Rope Walk is the finest in the country; it was built in 1836, of rough ashlar granite; it runs parallel with the wall on Chelsea Street, and is 1360 feet long, with a laying ground of 1253 feet by 45 — capable of manufacturing 2500 tons per year of all kinds and sizes of rope.

The Dry Dock (the small one) was begun July 10, 1817, under the superintendence of Laomi Baldwin, and finished in June, 1833. It is built of hammered granite in a substantial manner, with a great arch 60 feet in width. It was extended (1857-58) 65 feet in length, making its total length 370 feet and its entire cost \$993,915. The "Constitution" ("Old Ironsides") was the first vessel put into this dock (June 24, 1833).

The large Dry Dock was about five years in construction. Its length on coping is 750 feet; length on floor 729 feet; width on coping 114 feet; width on floor 72 feet. Draft on sill 30 feet. It was designed by Civil Engineer Parks, U. S. N., and cost more than \$1,125,000.

No less than fifty ships-of-war have been launched at this Yard. The "Frolic," in 1813, was the first one; also "Independence," "Alligator," "Boston," "Warren," "Falmouth," "Boxer," "Porpoise," "Pioneer," "Consort," "Cyane," "Marion," "Bainbridge," "Erie," "Cumberland," "Plymouth," "Vermont," "Princeton," "Merrimac," "Hartford," "Narragansett," "Wachusett," "Housatonic," "Maritanza," "Cannadaigia," "Genesee," "Tioga," "Tallapoosa," "Pequot," "Winooski," "Saco," "Monadnock," "Ammonosuc," "Guerriere," "Manitou," "Nantasket," "Alaska," "Inrepit," "Vandalia," "Virginia," "Connecticut," "Oregon," "Pennsylvania," "Apprentice," "John Hancock," "Bibb," "Cohasset," "Blue Light," and others.

The Naval Library and Institute (Museum) is in Building No. 5, second floor. Instituted 1842; incorporated 1859, "for the advancement of Naval Science and for the mental instruction of the members thereof in whatever relates to the subject." "A collection of works on General and Naval Literature and Science; a place for deposit of paintings, engravings, maps and charts — for cabinet curiosities of Natural History, of models of Naval Architecture and machinery connected with the Naval profession — specimens of useful inventions in those arts and sciences which relate to navigation and nautical science." This respectable and curious collection has been entirely donated.

The Library has been used as a court-martial room since November 30, 1866.

The U.S.S. "North Carolina" (armored cruiser, 20 guns, 14,500 tons, 23,000 horsepower, twin screws) is now performing the duty of receiving ship at this station. She is the sixth receiving ship that has done duty in Boston Harbor. First, "Columbus," second, "Franklin," third, "Ohio," fourth, "Wabash," fifth, "Salem."

CHAIN SHOP.

All the chain for the Navy is made at the Boston Yard. The largest and strongest chain made in this country is made here. The shop is equipped with an eight hundred thousand pounds machine for making chains.

YARD PAY ROLL.

An average taken from the four months, October, November, December and January, shows an expenditure on labor roll alone of \$115,974.

Average number of employees on labor roll, 2225; of these 200 are classified and 1825 are unclassified laborers.

INFORMATION CONCERNING THE USE OF THE NAVY YARD DRY DOCK.

(Article 926 — Paragraphs 3 and 4 — Navy Regulations.)

No work shall be done by the Government force at a Navy Yard or station for private individuals or corporations, except by authority of the Secretary of the Navy upon an application specifying the nature of the work to be done, and accompanied by a certificate from the commandant that the necessary labor or appliances cannot be procured in the vicinity from private contractors.

When work is authorized at a Navy Yard or station for private parties, they shall deposit with the paymaster of the yard a sum sufficient to cover the estimated expenses to be incurred. The total cost shall be defrayed from such deposit. The special deposit for payment shall be made by check, payable to the order of the commandant of the yard or station, and by him endorsed to the paymaster of the yard.

It is suggested that the best procedure would be to first apply to the commandant of the Navy Yard, who would forward the application to the Secretary of the Navy, either by mail or telegraph, as the case required, together with his recommendation.

BOSTON POST OFFICE.

Post Office Square, Devonshire, Water and Milk Streets.

Open at All Times for Business.

Telephone, **Fort Hill 3800**; All Divisions.

OFFICERS. *Postmaster*, Edward C. Mansfield.

EXECUTIVE DIVISION. *Assistant Postmaster*, Frank H. Haynes; *Chief Clerk*, William H. Howland; *Secretary*, John A. Brennan; *Cashier*, James W. Grieg; *Chief Stamp Clerk*, George A. Smith.

MAILING DIVISION. *Superintendent*, Eugene A. Reed; *Assistant Superintendents*, Hugh A. Treanor, Edmund R. Sargent, Alfred T. Hanson, John W. McGrath.

DELIVERY DIVISION. *Superintendent*, Edward T. Barker; *Assistant Superintendents*, John Q. Adams, J. Thomas Ward, Ezra O. Winsor.

MONEY ORDER DIVISION. *Superintendent*, Frank S. Childs; *Assistant Superintendent*, W. C. Dawes.

Open from 8 A.M. to 6.30 P.M., and at Registry window from 6.30 P.M. to 8 A.M.

REGISTRY DIVISION. *Superintendent*, Alden B. Weston; *Assistant Superintendent*, William H. Jackson.

Open for delivery from 7.30 A.M. to 6 P.M., holidays 7.30 to 10 A.M.; for registration all hours of the day and night except Sunday, holidays 12.01 A.M. to 10 A.M.

RAILWAY MAIL SERVICE. Edward J. Ryan, *Superintendent*, New England Division.

POST OFFICE INSPECTORS. Lawrence Leatherman, in charge.

STATIONS AND BRANCHES OF THE BOSTON, MASS., POST OFFICE.

Money orders for stations should be drawn on Boston, Mass.

Money orders for branches should be drawn direct.

| | | | |
|-------------------------|---------|------------------------|---------|
| Allston..... | Station | *Brookline..... | Branch |
| *Arlington..... | Branch | *Cambridge..... | Branch |
| *Arlington Heights..... | Branch | *Cambridge A..... | Branch |
| *Atlantic..... | Branch | *Cambridge B..... | Branch |
| *Auburndale..... | Branch | *Cambridge C..... | Branch |
| Back Bay..... | Station | Charlestown..... | Station |
| *Beachbluff..... | Branch | *Chelsea..... | Branch |
| *Belmont..... | Branch | *Chestnut Hill..... | Branch |
| *Boulevard..... | Branch | *Cliftdale..... | Branch |
| *Braintree..... | Branch | Dorchester..... | Station |
| Brighton..... | Station | Dorchester Center..... | Station |

| | | | |
|-------------------------------|---------|----------------------------|---------|
| East Boston | Station | *Revere | Branch |
| *East Lynn | Branch | Roslindale | Station |
| *East Milton | Branch | Roxbury | Station |
| *East Saugus | Branch | Roxbury Crossing | Station |
| *East Weymouth | Branch | *Saugus Center | Branch |
| Essex Street | Station | *Somerville | Branch |
| *Everett | Branch | South Boston | Station |
| Fenway | Station | *South Braintree | Branch |
| Grove Hall | Station | South Postal | Station |
| Hanover Street | Station | *South Weymouth | Branch |
| Hyde Park | Station | *Squantum | Branch |
| Jamaica Plain | Station | Station A | Station |
| *Lower Falls | Branch | *Stoneham | Branch |
| *Lynn | Branch | *Swampscott | Branch |
| *Malden | Branch | *Tufts College | Branch |
| Mattapan | Station | Uphams Corner | Station |
| *Medford | Branch | *Waban | Branch |
| *Melrose | Branch | *Waltham | Branch |
| *Melrose Highlands | Branch | *Watertown | Branch |
| *Milton | Branch | *Waverly | Branch |
| *Mt. Auburn | Branch | *Wellesley | Branch |
| *Nahant | Branch | *Wellesley Farms | Branch |
| *Needham | Branch | *Wellesley Hills | Branch |
| *Needham Heights | Branch | *West Lynn | Branch |
| *Newton | Branch | *West Medford | Branch |
| *Newton Center | Branch | *West Newton | Branch |
| *Newton Highlands | Branch | West Roxbury | Station |
| *Newton Upper Falls | Branch | *West Somerville | Branch |
| *Newtonville | Branch | *Weymouth | Branch |
| North Postal | Station | *Winter Hill | Branch |
| *North Weymouth | Branch | *Winthrop | Branch |
| *Quincy | Branch | *Wollaston | Branch |
| Readville | Station | | |

* Money Orders drawn direct on these Offices.

Business houses should mail their letters during the day as soon as they are ready for mailing, thus reducing the congestion of the evening rush and making it possible for the Post Office to make prompt despatches with a consequent saving of time in delivery.

First Class. Two cents for each ounce, or fraction thereof, on letters, sealed packages, mail matter, wholly or partly in writing.

First Class. Two cents per ounce, or fraction thereof, on drop-letters where free delivery by carriers is established; where such free delivery is *not* established, the rate is one cent.

Second Class. One cent for every four ounces on newspapers and magazines mailed by others than publishers.

Third Class. One cent for two ounces, or fraction thereof, on almanacs, books (printed), calendars, catalogues, engravings, pamphlets, photographs, posters, printed cards, proof sheets, corrected proof sheets and manuscript accompanying the same, and circulars. Seeds, cuttings, bulbs, roots, scions and plants are matter of the fourth class, notwithstanding that the third-class rate of postage (one cent for each two ounces or fraction thereof, regardless of distance) applies thereto. The limit of weight is increased to eleven pounds by the parcel post law, but no other change is made. Cut flowers, dried plants and botanical specimens not susceptible of propagation are transmissible at parcel post rates. Samples of wheat or other grain in its natural condition, potatoes, beans, peas, chestnuts, acorns, etc., when intended for planting must be prepaid at the special rate of one cent for each two ounces or fraction thereof, regardless of distance, but when intended to be used as food, the parcel post rates apply.

FOURTH CLASS PARCEL POST. RATES OF POSTAGE.

Parcels weighing four ounces or less are mailable at the rate of one cent for each ounce or fraction of an ounce, regardless of distance. Parcels weighing more than four ounces are mailable at the pound rates shown in the following table, a fraction of a pound being considered a full pound.

| WEIGHT. | 1st Zone. | | 2d Zone 50 to 150 miles. | 3d Zone 150 to 300 miles. | 4th Zone 400 to 600 miles. | 5th Zone 600 to 1000 miles. | 6th Zone 1,000 to 1,400 miles. | 7th Zone 1,400 to 1,800 miles. | 8th Zone all over 1,800 miles. |
|---------------------|-------------|------------------------|--------------------------------|---------------------------------|----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| | Local rate. | Zone rate. 50 miles | | | | | | | |
| 1 pound | \$0.05 | \$0.05 | \$0.06 | \$0.07 | \$0.08 | \$0.09 | \$0.10 | \$0.11 | \$0.12 |
| 2 pounds | .06 | .08 | .10 | .12 | .14 | .16 | .19 | .21 | .24 |
| 3 pounds | .07 | .11 | .14 | .17 | .20 | .23 | .28 | .31 | .36 |
| 4 pounds | .08 | .14 | .18 | .22 | .26 | .30 | .37 | .41 | .48 |
| 5 pounds | .09 | .17 | .22 | .27 | .32 | .37 | .46 | .51 | .60 |
| 6 pounds | .10 | .20 | .26 | .32 | .38 | .44 | .55 | .61 | .72 |
| 7 pounds | .11 | .23 | .30 | .37 | .44 | .51 | .64 | .71 | .84 |
| 8 pounds | .12 | .26 | .34 | .42 | .50 | .58 | .73 | .81 | .96 |
| 9 pounds | .13 | .29 | .38 | .47 | .56 | .65 | .82 | .91 | 1.08 |
| 10 pounds | .14 | .32 | .42 | .52 | .62 | .72 | .91 | 1.01 | 1.20 |
| 11 pounds | .15 | .35 | .46 | .57 | .68 | .79 | 1.00 | 1.11 | 1.32 |

The local rate is applicable to parcels intended for delivery within the Boston Postal District or on a rural route starting therefrom.

The parcel post rate between any point in the United States and any point in the Hawaiian Islands, the United States Postal Agency at Shanghai, and any point in Alaska, except for parcels weighing four ounces or less, on which the rate is one cent for each ounce or fraction thereof, shall be twelve cents for the first pound and twelve cents for each additional pound or fraction thereof. These rates also apply to parcels mailed in the United States for delivery in the Canal Zone, and to parcels between the Philippine Islands and any portion of the United States.

Seeds, cuttings, bulbs, roots, scions, and plants are matter of the fourth class, notwithstanding that a special rate of postage (one cent for each two ounces or fraction thereof, regardless of distance) applies thereto. The limit of weight is increased to eleven pounds by the parcel post law, but no other change is made.

Cut flowers, dried plants, and botanical specimens not susceptible of propagation are transmissible at parcel post rates.

Samples of wheat or other grain in its natural condition, potatoes, beans, peas, chestnuts, acorns, etc., when intended for planting, must be prepaid at the special rate of one cent for each two ounces or fraction thereof, regardless of distance, but when intended to be used as food, the parcel post rates apply.

DISTINCTIVE STAMPS.

All parcel post matter must be prepaid by distinctive stamps affixed, and postmasters are forbidden to accept for mailing parcels that do not bear such stamps.

The distinctive parcel post stamp cannot be used for postage on matter of the first, second or third classes; when so used, the matter will be treated as "Held for Postage."

Ordinary postage stamps cannot be used on parcel post matter. When a parcel bears ordinary postage stamps, it will be marked "Held for Postage," and the addressee immediately notified. If the required postage is received, parcel post stamps will be affixed and the parcel dispatched. If the required postage is received from neither the addressee or the sender, within two weeks, the package will be marked "Unclaimed" and sent to the Division of Dead Letters at Washington.

WHERE MAILABLE.

Parcels must be mailed at a post office, branch post office or station, or such numbered stations as may be designated by the postmaster, or delivered to a rural or other carrier duly authorized to receive such matter.

PREPARATION FOR MAILING.

Parcels must be prepared for mailing in such manner that the contents can be easily examined and must not be accepted for mailing unless it bears the name and address of the sender preceded by the word "From." It is permissible to write or print on the covering of a parcel, or a on tag or label attached to it, the business card of the sender, a brief description of the character of the parcel and such inscriptions as "Merry Christmas," "Please do not open until Christmas," "Happy New Year," "With Best Wishes," etc., in such manner as not to interfere with the address.

EXAMINATION OF PARCELS.

When any parcel is sealed or otherwise closed against inspection, it is subject to the first-class rate of postage and is unmailable if it weighs more than four pounds. If a parcel contains both third and fourth class matter, and the rate of postage at the third-class rate exceeds the rate of postage chargeable under the graduated zone rate, or parcel post rate, the parcel will be charged with postage at the third-class rate and must not exceed four pounds in weight, unless it is a single book.

LIMIT OF WEIGHT AND SIZE.

Parcels weighing more than eleven pounds or measuring more than seventy-two inches in length and girth combined will be refused for mailing.

UNMAILABLE MATTER.

The following are among those articles declared unmailable; intoxicating liquors of any kind; poisons of every kind; poisonous animals, insects or reptiles; inflammable materials; explosives of every kind; infernal machines, and mechanical, chemical, or other devices or compositions which may ignite or explode; pistols or revolvers, whether in detached parts or otherwise; live or dead (and not stuffed) animals, birds or poultry (except queen bees, live insects, and dried reptiles mailed in accordance with the instructions of the Department of Agriculture, and fresh meats, dressed fowls, fish and articles of a similar nature mailed for local delivery).

FRAGILE MATTER.

Fragile articles, such as millinery, toys, musical instruments, etc., and articles consisting wholly or in part of glass, or contained in glass, must be securely packed and the parcel stamped or labeled "*Fragile.*"

PERISHABLE MATTER.

Parcels containing perishable articles must be marked "*Perishable.*" Articles likely to spoil within the time reasonably required for transportation and delivery must not be accepted for mailing.

Butter, lard, and perishable articles such as fish, fresh meats, dressed fowls, vegetables, fruits, berries and articles of a similar nature which decay quickly, when so packed or wrapped as to prevent damage to other mail matter, will be accepted for *local delivery*, either at the office of mailing or on any rural route starting therefrom. When enclosed in an inner cover and a strong outer cover of wood, metal, heavy corrugated pasteboard, or other suitable material, and wrapped so that nothing can escape from the package, they will be accepted for mailing to all offices within the first zone.

Butter, lard, or any admissible greasy or oily substance, when intended for delivery at offices beyond the first zone must be packed in a glass or metal container, inclosed in a block or tube of metal, wood, papier-mache, or similar material, surrounded by a cushion of cotton, felt or other absorbent, the block

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or tube to be rendered watertight by an application of paraffine or other suitable substance.

Vegetables and fruits which do not decay quickly will be accepted for mailing to any zone if packed so as to prevent damage to other mail matter.

Eggs will be accepted for *local delivery* when so packed in a basket or other container as to prevent damage to other mail matter.

Eggs will be accepted for mailing regardless of distance when each egg is wrapped separately and surrounded with excelsior, cotton, or other suitable material and packed in a container made of double corrugated pasteboard, metal, wood, or other suitable material in such manner as to place each egg on its end and to prevent them from striking together or against the side or top of the container, with an outer cover of double corrugated pasteboard, metal, wood, or other suitable material and wrapped so that nothing can escape from the package. All such parcels must be labeled "*Eggs.*"

Postmasters must refuse to receive for mailing parcels not properly indorsed, or packed for safe shipment.

FORWARDING OF PARCELS.

Parcels may be remailed or forwarded on the payment of additional postage at the rate which would be chargeable if they were originally mailed at the forwarding office, in which case the necessary stamps shall be affixed by the forwarding postmaster. Payment must be made every time the parcel is forwarded.

INSURANCE ON PARCELS.

A mailable parcel on which the postage is fully prepaid may be insured against loss in an amount equivalent to its actual value, but not to exceed \$50, on payment of a fee of ten cents in parcel post stamps, such stamps to be affixed.

When a parcel is insured, the sender will be given a receipt showing the office and date of mailing and number of the parcel. The parcel should be numbered to correspond with the receipt, stamped "*insured,*" and an insurance tag securely attached. It will then be treated as ordinary mail until it reaches the office of address, when it must be delivered to the addressee or, unless otherwise directed by the addressee, to the person, firm or corporation in whose care it is addressed, or to any responsible person to whom the addressee's mail is customarily delivered, and a receipt obtained therefor on the tag attached to the parcel.

When a return receipt is desired by the sender of an insured parcel, the postmaster at the mailing office shall stamp or write across the margin of the insurance tag the words "Return Receipt Desired," and the postmaster at the office of address shall obtain from the addressee a receipt, and mail it to the sender.

The liability for indemnity shall cease when delivery has been effected.

When an insured parcel is lost or rifled and a claim for indemnity is made the office of mailing, the sender shall be required to file an affidavit showing the number of the parcel, the name of the office, the date of mailing, the name and address of the addressee, the contents of the parcel, its actual value, and to whom the insurance should be paid. The postmaster shall certify on

this form, the record of his office as to the mailing of the parcel and its declared actual value. The form shall be forwarded by the postmaster to the postmaster at the office of address, who shall certify thereon whether the parcel had been received and, if so, the disposition made of it. The addressee shall be required to make affidavit on the form that he has not received the parcel or reimbursement therefor.

When the addressee makes claim for indemnity, the postmaster at the office of address shall cause the claimant to make affidavit to the facts on the proper form and, after certifying thereto, shall forward it to the postmaster at the mailing office for completion. The form, when completed, shall be sent promptly to the Third Assistant Postmaster General for payment of the indemnity.

No indemnity shall be paid unless a claim therefor is made within six months from the date the parcel was mailed.

REGISTRATION.

In view of the provision for the insurance of fourth-class mail and the furnishing of receipts for such mail when insured, the necessity for registration is removed and therefore fourth-class matter shall not be admitted to the registered mail.

REGISTRATION OF MAIL MATTER.

The Registry System is intended to give to registered mail the greatest security within the province of the Post Office Department, and this special security is obtained by a distinctive cover for the matter, its retention in special custody, and a system of records and receipts showing a complete chain of receipts from the time it leaves the hands of the sender until it is delivered to the addressee.

Mail matter of the first, second or third class may be registered at any post office in the United States.

The fee on registered matter, domestic or foreign, is ten cents for each letter or parcel, to be affixed in stamps, in addition to the postage. Full prepayment of postage and fee is required.

Every letter presented for registration must be fully and legally addressed and securely sealed by the sender, and all letters and other articles must also have the name and address of the sender endorsed thereon in writing or print before they can be registered.

Registered mail may be delivered to the addressee, to a person authorized by the addressee in writing to receive it, or to any responsible person to whom the addressee's ordinary mail is customarily delivered. All persons calling for registered matter should be prepared to furnish reasonable proof of their identity, as it is impossible otherwise, at large post offices, to guard against fraud.

Safety is considered before celerity in the transmission of registered mail, and as delays are sometimes necessary to secure proper receipts at points of transfer, due allowance should be made by those mailing such matter and those to whom it is addressed, as registered mails cannot be handled with the same despatch as ordinary mail matter.

The sender of any registered article may obtain assurance of its receipt at the office of delivery by endorsing it with the words, "Return receipt requested."

Letters and packages containing money or articles of value should be registered, and never deposited for transmission by ordinary mail.

The Post Office Department is liable to an amount not exceeding \$50 for the loss in the mails of any piece of domestic first-class registered mail matter, and not exceeding \$25 for the loss of domestic third and fourth class registered mail matter.

Indemnity will be paid for the value of any registered article, except parcel post mail and except in case of "force majeure" (beyond control), not to exceed 50 francs in any one case (or its equivalent in United States money), where the registered article is addressed to a country embraced in the Universal Postal Union, and is lost in the international mails.

MONEY ORDERS.

The fees or charges on *domestic* orders are as follows:

Payable in the United States (which includes Hawaii and Porto Rico) and its possessions, comprising the Canal Zone (Isthmus of Panama), Guam, the Philippines and Tûtuila, Samoa; also for orders payable in Bermuda, British Guiana, British Honduras, Canada, Cuba, Mexico, Newfoundland, the United States Postal Agency at Shanghai (China), the Bahama Islands, and certain other islands in the West Indies mentioned in Register of Money Order Post Offices:

| | | | | | | |
|-----------------|------------------|---|---|---|---|----------|
| For orders from | \$0.01 to \$2.50 | . | . | . | . | 3 cents |
| For orders from | 2.51 to 5 | . | . | . | . | 5 cents |
| For orders from | 5.01 to 10 | . | . | . | . | 8 cents |
| For orders from | 10.01 to 20 | . | . | . | . | 10 cents |
| For orders from | 20.01 to 30 | . | . | . | . | 12 cents |
| For orders from | 30.01 to 40 | . | . | . | . | 15 cents |
| For orders from | 40.01 to 50 | . | . | . | . | 18 cents |
| For orders from | 50.01 to 60 | . | . | . | . | 20 cents |
| For orders from | 60.01 to 75 | . | . | . | . | 25 cents |
| For orders from | 75.01 to 100 | . | . | . | . | 30 cents |

A single money order may include any amount from one cent to one hundred dollars inclusive, but must not contain a fractional part of a cent.

The postmaster of any *foreign* money-order office in the United States — the same being designated by the Postmaster-General — will furnish a blank form of application, on which the sender must enter all the particulars of the amount (in United States money), names, address, etc., and must state the *full name* and *exact residence* of the person to whom the order is to be made payable. The postmaster will then issue an international order, to be sent by the remitter to the payee, in the case of "direct" orders.

INTERNATIONAL RATES.

The fees for orders payable in Chili, France, Algeria and Tunis, Greece, Netherlands, Norway and Sweden, are as follows:

| | | | | | |
|--------------------------------|---|---|---|---|----------|
| For orders from \$0.01 to \$10 | . | . | . | . | 10 cents |
| For orders from 10.01 to 20 | . | . | . | . | 20 cents |
| For orders from 20.01 to 30 | . | . | . | . | 30 cents |
| For orders from 30.01 to 40 | . | . | . | . | 40 cents |
| For orders from 40.01 to 50 | . | . | . | . | 50 cents |
| For orders from 50.01 to 60 | . | . | . | . | 60 cents |
| For orders from 60.01 to 70 | . | . | . | . | 70 cents |
| For orders from 70.01 to 80 | . | . | . | . | 80 cents |
| For orders from 80.01 to 90 | . | . | . | . | 90 cents |
| For orders from 90.01 to 100 | . | . | . | . | 1 dollar |

The fees for orders payable in any foreign country not enumerated above, and upon which this office is authorized to draw money orders, are as follows:

| | | | | | |
|----------------------------------|---|---|---|---|----------|
| For orders from \$0.01 to \$2.50 | . | . | . | . | 10 cents |
| For orders from 2.51 to 5 | . | . | . | . | 15 cents |
| For orders from 5.01 to 7.50 | . | . | . | . | 20 cents |
| For orders from 7.51 to 10 | . | . | . | . | 25 cents |
| For orders from 10.01 to 15 | . | . | . | . | 30 cents |
| For orders from 15.01 to 20 | . | . | . | . | 35 cents |
| For orders from 20.01 to 30 | . | . | . | . | 40 cents |
| For orders from 30.01 to 40 | . | . | . | . | 45 cents |
| For orders from 40.01 to 50 | . | . | . | . | 50 cents |
| For orders from 50.01 to 60 | . | . | . | . | 60 cents |
| For orders from 60.01 to 70 | . | . | . | . | 70 cents |
| For orders from 70.01 to 80 | . | . | . | . | 80 cents |
| For orders from 80.01 to 90 | . | . | . | . | 90 cents |
| For orders from 90.01 to 100 | . | . | . | . | 1 dollar |

There is no limitation to the number of international orders that may be issued in one day to a remitter in favor of the same payee.

The maximum amount for which a single international money order may be drawn is one hundred dollars (\$100) to any foreign country.

SPECIAL DELIVERY.

Every article of mailable matter bearing a *special delivery* stamp in addition to the lawful postage, or bearing stamps to the value of ten cents in addition to the lawful postage and plainly marked "*special delivery*," will be entitled to an immediate delivery by messenger at any post office in the United States. *The price of the special delivery stamps is ten cents each.* They are sold by postmasters in any required amount and to any person who may apply for them; but they can be used only for the purpose of securing the immediate delivery of mail matter addressed to and received in the mails at any post office.

Under no circumstances are they to be used in the payment of postages of any description, or of the registry fee. The special delivery stamp must be in addition to the lawful postage.

Registered letters will be entitled to immediate delivery, the same as ordinary letters, when bearing a special delivery stamp in addition to the full postage, or when bearing stamps to the value of ten cents in addition to the full postage and plainly marked "*special delivery*," and registry fee required by the law and the regulations.

Special delivery letters will be delivered by messengers within the carrier limits of a free delivery office between the hours of 7 A.M. and 11 P.M.; and within a radius of one mile from the post office at all other offices between 7 A.M. and 9 P.M.

The special delivery feature will apply to parcel post mail matter, beginning July 1, 1913.

RATES OF FOREIGN POSTAGE.

UNIVERSAL POSTAL UNION.

The rates of postage applicable to all foreign countries, other than England, Ireland, Scotland, Wales, Germany, Newfoundland, Canada, Cuba, Mexico and Panama, are as follows:

For letters, 5 cents for the first ounce, and 3 cents for each additional ounce or fraction of an ounce; prepayment optional.

For postal cards, single 2 cents each; double, 4 cents each.

For commercial papers, 5 cents for the first 10 ounces or less, and 1 cent for each additional 2 ounces or fraction of 2 ounces. Limit of size and weight the same as for prints. The packages must not be closed against inspection.

For samples of merchandise, 2 cents for the first 4 ounces or less, and 1 cent for each additional 2 ounces or fraction of 2 ounces. Limit of weight 12 ounces; limit of size, 12 by 8 by 4 inches. The packages must not be closed against inspection.

For prints of every kind, 1 cent for each 2 ounces or fraction of 2 ounces. Limit of weight, 4 pounds 6 ounces; limit of size, 18 inches in any direction, except that when rolled the package may measure 30 inches in length by 4 inches in diameter. The packages must not be closed against inspection.

The postage on letters for Newfoundland, England, Ireland, Scotland and Wales is 2 cents per ounce, and on letters for Germany by steamers sailing for Germany direct is 2 cents per ounce. Letters for Germany bearing postage at the rate of 2 cents per ounce will be held for steamers sailing direct for Germany; letters for Germany bearing postage at the rate of 5 cents per ounce will be forwarded by fast mail.

The rate of postage for all mail matter, other than letters, to England, Ireland, Scotland, Wales, Newfoundland and Germany is the same as stated above.

To Canada, comprising Provinces of Ontario and Quebec, British Columbia, Manitoba, New Brunswick, Nova Scotia and Prince Edward Island, the postage for letters, merchandise and printed matter is the same as in the

United States. All matter for Canada must be fully prepaid, except letters, which must be prepaid at least 2 cents.

To Mexico the postage for letters and printed matter is the same as in the United States.

All mail matter may be registered to the above places upon prepayment of 10 cents for each address, besides the postage.

STAMPED ENVELOPES.

The Post Office Department issues twelve different sizes of stamped envelopes, the smallest $2\frac{1}{8}$ by $5\frac{1}{4}$, the largest $4\frac{3}{8}$ by $10\frac{1}{8}$ inches, in three qualities and five colors of paper, as follows: First quality, white and amber; second quality, buff and blue; third quality, manila. The denominations are 1, 2, 4, and 5 cent. When purchased in lots of five hundred, or its multiple, of a single size, quality, and denomination, the department will, upon request, print the purchaser's return card at a slight advance in price from plain envelopes, as indicated below.

The sizes and prices of stamped envelopes, first quality, most generally used for commercial and legal correspondence are as follows:

PLAIN.

Commercial Sizes.

| | | Price, including stamps, for | |
|--------|--|------------------------------|---------------|
| | | 25 Envelopes | 500 Envelopes |
| No. 5, | $3\frac{1}{2} \times 6\frac{5}{8}$ inches..... | \$0.53 | \$10.50 |
| 13, | $3\frac{3}{4} \times 6\frac{3}{4}$ inches..... | .53 | 10.54 |

Legal or Document Sizes.

| | | | |
|--------|--|--------|-------|
| No. 7, | $3\frac{7}{8} \times 8\frac{7}{8}$ inches..... | \$0.54 | 10.72 |
| 8, | $4\frac{1}{8} \times 9\frac{1}{2}$ inches..... | .54 | 10.78 |

PRINTED.

| | | |
|------------|--------|---------|
| No. 5..... | \$0.54 | \$10.62 |
| 13..... | .54 | 10.68 |
| 7..... | .55 | 10.90 |
| 8..... | .55 | 11.00 |

Prices on other sizes may be obtained by applying at any post office.

INTERNATIONAL PARCEL POST.

ADMISSIBLE MATTER.

Packages of mailable merchandise may be sent, in unsealed packages, by "Parcel Post" to the countries named on pages 164-167.

a Parcel post packages addressed for delivery in the cities in China named in United States Postal Guide are mailable at the postage rate and subject to the conditions applicable to parcel-post packages addressed for delivery at Hongkong.

b Parcel-post packages addressed for delivery at any post office in Formosa or Korea; and the places in China and Manchuria named in United States Postal Guide, are mailable at the postage rate and subject to the conditions applicable to parcel post packages addressed for delivery in Japan.

REGISTRATION.

The sender of a parcel addressed to any of the countries named in the table on pages 164-167, except Barbados, France, Great Britain, The Netherlands and Uruguay, may have the same registered by paying a registry fee of ten cents, and will receive the "Return Receipt" without special charge therefor, when envelope or wrapper is marked "Return Receipt Demanded."

PLACE OF MAILING.

Matter intended for parcel post must not be posted in a letter box, but must be taken to the post office and presented to the postmaster, or person in charge, for inspection.

LETTERS PROHIBITED.

A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel. If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole parcel will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect upon the letter or letters double the letter rate of postage prescribed by the Universal Postal Convention.

INTERNATIONAL PARCEL POST.

Countries to which Unsealed Parcels may be sent; Maximum Dimensions, Weight, Value and Rates of Postage Applicable to Parcels; and Exchange Post Offices which Dispatch and Receive Parcel Post Mails.

Parcel post parcels may also be mailed in Hawaii, Porto Rico, the Philippines, Guam, Tutuila and the Canal Zone, to the following countries and colonies with which the United States have parcel post conventions, subject to the rules and regulations as are herein prescribed.

| Names of Countries | Allowable dimensions and weight of parcels | | | | Postage Rate | Limit of Value | Exchange Post Offices | |
|--------------------------|--|------------------------------------|----------------|----------------|---|----------------|---|--|
| | Greatest Length | Greatest Length and Girth combined | Greatest Girth | Greatest Width | | | United States | Foreign |
| | ft. | ft. | ft. | lbs. | | | | |
| Australia | 3½ | 6 | .. | 11 | 12 cents a pound or fraction of a pound to all countries. | None | { San Francisco. Honolulu | { Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, Brisbane |
| Austria | 3½ | 6 | .. | 11 | | None | { New York Chicago | { Trieste |
| Bahamas | 3½ | 6 | .. | 11 | | None | Chicago | Nassau |
| *Barbados | 3½ | 6 | .. | 11 | | None | Chicago | Bridgetown |
| Belgium | 3½ | 6 | .. | 11 | | None | Chicago | Antwerp |
| Bermuda | 3½ | 6 | .. | 11 | | None | Chicago | Hamilton |
| Bolivia | 3½ | 6 | .. | 11 | | None | { New York and San Francisco | { La Paz |
| Brazil | 3½ | 6 | .. | 11 | | None | New York | { Bahia, Para, Pernambuco, Rio de Janeiro, and Sao Paulo |
| British Guiana | 3½ | 6 | .. | 11 | | None | { All offices authorized to exchange mails between the two countries. | { Valparaiso |
| Chile | 3½ | 6 | .. | 11 | | None | { New York, San Francisco | |
| Colombia | 2 | .. | 4 | 11 | 12 cents a pound or fraction of a pound to all countries. | None | { All offices authorized to exchange mails between the two countries. | { |
| Costa Rica | 3½ | 6 | .. | 11 | | None | { All offices authorized to exchange mails between the two countries. | { |
| *Curacao | 3½ | 6 | .. | 11 | | None | New York | Wilhemstad |

| Names of Countries | Allowable dimensions and weight of parcels | | | | Postage Rate | Limit of Value | Exchange Post Offices | |
|--------------------|--|------------------------------------|----------------|----------------|---|----------------|-----------------------|---------------------|
| | Greatest Length | Greatest Length and Girth combined | Greatest Girth | Greatest Width | | | United States | Foreign |
| Danish W. Indies.. | 3½ ft. | 6 ft. | 11 ft. lbs | | 12 cents a pound or fraction of a pound to all countries. | None | New York.... | |
| Denmark..... | 3½ | 6 | 11 | | | None | New York.... | Copenhagen |
| | | | | | | | Boston..... | |
| | | | | | | | Chicago..... | |
| Ecuador..... | 3½ | 6 | 11 | | | \$50 | New York.... | Guayaquil |
| | | | | | | | New Orleans.. | |
| *Dutch Guiana.... | 3½ | 6 | 11 | | | None | San Francisco. | Paramaribo |
| *France..... | 3½ | 6 | 11 | | | None | New York.... | |
| | | | | | | | New York.... | Cherbourg and Havre |
| | | | | | | | | |
| Germany..... | 3½ | 6 | 11 | | | None | New York.... | Hamburg |
| | | | | | | | Chicago..... | |
| | | | | | | | Boston..... | Bremen |
| | | | | | | | St. Louis.... | |
| | | | | | | | Philadelphia.. | |
| | | | | | | | Baltimore.... | |
| Gt. Britain inc. | | | | | | | New York.... | |
| Ireland..... | 3½ | 6 | 11 | | | None | Chicago..... | London |
| | | | | | | | Boston..... | |
| | | | | | | | Philadelphia.. | Liverpool |
| | | | | | | | St. Louis.... | |
| | | | | | | | Baltimore.... | Dublin |
| | | | | | | | San Francisco. | |
| Guatemala..... | 3½ | 6 | 11 | | | None | New York.... | Guatemala City |
| | | | | | | | New Orleans.. | |
| Haiti..... | 3½ | 6 | 11 | | | None | San Francisco. | Retalhuleu and |
| Honduras (Br.).... | 3½ | 6 | 11 | | | None | New York.... | |
| | | | | | | | New Orleans.. | Puerto Barrios |
| | | | | | | | New York.... | |
| Honduras (Rep. of) | 3½ | 6 | 11 | | | None | New Orleans.. | Port au Prince |
| | | | | | | | San Francisco. | |
| | | | | | | | New York.... | Belize |
| | | | | | | | New Orleans.. | |
| | | | | | | | San Francisco. | Tegucigalpa |
| | | | | | | | | |
| Hong-Kong (a).. | 3½ | 6 | 11 | | | None | San Francisco. | Puerto Cortez |
| | | | | | | | Seattle..... | |
| | | | | | | | Tacoma..... | Amapala |
| | | | | | | | Honolulu.... | |
| Hungary..... | 3½ | 6 | 11 | | | None | New York.... | Trujillo |
| | | | | | | | Chicago..... | |

| Names of Countries | Allowable dimensions and weight of parcels | | | | Postage Rate | Limit of Value | Exchange Post Offices | |
|--------------------|--|------------------------------------|----------------|----------------|--------------|--------------------|---|---------------------|
| | Greatest Length | Greatest Length and Girth combined | Greatest Girth | Greatest Width | | | United States | Foreign |
| | | | | | | | | |
| | ft. | ft. | ft. | lbt | | | | |
| Italy | 3½ | 6 | .. | 11 | None | \$80 | Philadelphia .. | Naples |
| | | | | | | | Chicago | |
| | | | | | | | New York | |
| Jamaica | 3½ | 6 | .. | 11 | None | | Boston | Port Antonio |
| | | | | | | | Boston | |
| | | | | | | | Philadelphia... | |
| Japan* (b) | 3½ | 6 | .. | 11 | | | Baltimore | Yokohama |
| | | | | | | | San Francisco.. | |
| | | | | | | | Seattle | |
| | | | | | | | Tacoma | Kobe |
| | | | | | | Honolulu | | |
| | | | | | | | Nagasaki | |
| Leeward Islands... | 3½ | 6 | .. | 11 | None | New York | | St. John Antigua |
| Mexico | 2 | ... | 4 | .. | None | { All offices auth | | |
| *Netherlands..... | 3½ | 6 | .. | 11 | None | | New York | |
| | | | | | | | Rotterdam | |
| Newfoundland ... | 3½ | 6 | .. | 11 | None | New York | St. John's | |
| | | | | | | Boston | | |
| | | | | | | Philadelphia .. | | |
| New Zealand..... | 3½ | 6 | .. | 11 | None | San Francisco.. | Auckland | |
| | | | | | | Honolulu | | |
| | | | | | | New York | | |
| Nicaragua..... | 3½ | 6 | .. | 11 | None | New Orleans.. | Bluefields, San Juan del Norte, Corinto | |
| | | | | | | San Francisco.. | | |
| | | | | | | New York | | |
| Norway | 3½ | 6 | .. | 11 | None | Boston | Christiania | |
| | | | | | | Chicago | | |
| | | | | | | New York | | |
| Panama | 3½ | 6 | .. | 11 | None | New Orleans.. | Colon, Bocas del Toro | |
| | | | | | | San Francisco.. | | |
| | | | | | | New York | | |
| Peru | 3½ | 6 | .. | 11 | None | New Orleans.. | Lima | |
| | | | | | | San Francisco.. | | |
| | | | | | | New York | | |
| Salvador | 3½ | 6 | .. | 11 | None | San Francisco.. | San Salvador | |
| | | | | | | New York | | |
| | | | | | | San Francisco.. | | |
| Sweden | 3½ | 6 | .. | 11 | None | New York .. | Malmo | |
| | | | | | | Boston | | |
| | | | | | | Chicago | | |

| Name of Countries | Allowable dimensions and weight of parcels | | | | Postage Rate | Limit of Value | Exchange Post Offices | |
|----------------------------|--|------------------------------------|----------------|-----------------|--------------|----------------|---|---------------|
| | Greatest Length | Greatest Length and Girth combined | Greatest Girth | Greatest Weight | | | United States | Foreign |
| Trinidad | 3½ ft. | 6 ft. | 11 lbs. | 11 | See page 164 | None | New York | Port of Spain |
| *Uruguay | 3½ ft. | 6 ft. | 11 lbs. | 11 | See page 164 | None | New York | Montevideo |
| Venezuela | 3½ ft. | 6 ft. | 11 lbs. | 11 | See page 164 | None | All offices authorized to exchange mails between the two countries. | |
| Windward Islands | 3½ ft. | 6 ft. | 11 lbs. | 11 | See page 164 | None | All offices authorized to exchange mails between the two countries. | |

*Parcels cannot be registered.

IMPORTATIONS THROUGH THE MAILS.

UNITED STATES CUSTOMS BUREAU. Attached to Sixth Division Collector's Office.

JAMES B. GRAHAM, JR.
Acting Deputy Collector in Charge

Gallery Floor, Post Office Building, Boston, Mass.

This Bureau is charged with the inspection and examination of merchandise received through the foreign mails, and the entry of such merchandise as may legally be imported by mail.

Mails are exchanged with foreign countries under the Universal Postal Convention, and all *dutiable* articles are *unmailable*, except books and printed matter. Dutiable articles received in violation of this Convention may be released in case of a first offense, upon payment of a fine equal to the duty. Subsequent violations of this Convention render the addressee of the package liable to a fine equal to the value of the articles plus the duty.

However, under the *Postal Conventions* with Canada, Mexico, Cuba, and the Republic of Panama, and under *Parcel Post Conventions* with other countries hereinafter named, *any merchandise* may legally be imported by mail that is not excluded by the provisions of the Convention, and is not prohibited by law.

See list above for the countries with which the United States has such Conventions.

UNITED STATES TREASURY DEPARTMENT.

UNITED STATES SUB-TREASURY.

60-65 Post Office Building.

Telephone, **Main 3356.**

Assistant Treasurer

GEORGE H. DOTY

Chief Clerk

WILLISTON LINCOLN

The Boston Sub-Treasury — member of the Boston Clearing House Association — redeems, cancels and destroys mutilated currency, forwarding the same to the Treasury Department in Washington, paying out new and fit money in exchange therefor. It redeems gold, silver and minor coin of all kinds and denominations in whatever forms of currency desired in accordance with the law. It also pays warrants, pension checks, and checks drawn on the Treasurer of the United States by all disbursing officers throughout the country. The Sub-Treasury receives United States moneys from collectors of customs and post offices throughout New England, also dues and deposits of United States funds from National Banks in the same section, transferring money to National Banks on order from Washington, and shipping coin on demand. The working balance of cash carried in the vaults varies from 18 to 24 million dollars. For the calendar year ending December 31, 1912, the total receipts of the Boston Sub-Treasury amounted to \$222,760,142.19, and the payments during the same period were \$224 753,066.15.

COLLECTORS OF INTERNAL REVENUE.

45 Milk Street.

Telephone, **Main 1516.**

Collector

JAMES D. GILL

Chief Deputy Collector

O. M. HAMILTON

Deputy Collector and Cashier

GEORGE W. BARRETT

Office Deputies

ARTHUR T. MOODY

JAMES A. COOK

DANIEL T. McLAUGHLIN

Deputy Collectors for Boston

GEORGE RUSSELL

CHARLES A. DAVIS

EDWARD F. NEWELL

This department has in charge the collection of taxes on spirits, malt liquors, cigars and tobacco, and special taxes on oleomargarine, also the collection of United States corporation taxes.

UNITED STATES LIFE-SAVING SERVICE.

201 Equitable Building.

Telephone, **Main 4440.**

General Superintendent

SUMNER I. KIMBALL, Washington, D. C.

Inspector

(In charge of First and Second Districts, including coasts of Massachusetts, New Hampshire and Maine)

LIEUT. CHARLES SATTERLEE, U.S.R.C.S.

For the purpose of administration the Life-Saving Service is divided into thirteen districts. The first district embraces the coasts of Maine and New Hampshire and contains fifteen life-saving stations, located at the most dangerous points on the coast. The second district includes the coast of Massachusetts containing thirty-two life-saving stations. Of this number, thirteen are on Cape Cod located nearly equidistant from Wood End to Monomoy Point and designed to co-operate with each other. The Island of Nantucket has three stations, and Muskeget, Cuttyhunk, and Marthas Vineyard Islands one station each. In this district there is also a floating life-saving station of a unique design moored during the yachting season in Dorchester Bay (City Point). The headquarters of the superintendents of the first and second districts are at Portsmouth, N. H., and Provincetown, Massachusetts, respectively.

Each life-saving station is in charge of a keeper who is employed the entire year. From August 1 to May 31 a crew of surfmen, varying in numbers from six to ten according to the needs of the station, is employed. Houses of refuge are not manned, but are in charge of a keeper throughout the year.

UNITED STATES MARINE HOSPITAL.

Chelsea, Mass.

Telephone, **Chelsea 156.**

OUT-PATIENT OFFICE.

287 Atlantic Avenue, Boston.

Telephone, **Main 847.**

Commanding Officer

SURGEON H. W. WICKES

(In temporary charge)

Acting Assistant Surgeon

M. H. NEILL

The beneficiaries of this hospital are:

1. Seamen employed on any registered, enrolled, or licensed vessels of the United States.

2. Officers and crews of the Light-House establishment.
3. Officers and crews of the United States Revenue Cutter Service.
4. Seamen employed on the vessels of the Mississippi River Commission.
5. Seamen employed on vessels of the Engineer Corps of the Army.

Twenty-two attendants are present at the hospital where two hundred beds can be accommodated.

The Out-Patient Office located at No. 287 Atlantic Avenue, Boston, gives relief to sick or disabled seamen, whose diseases or injuries do not require hospital treatment.

REVENUE CUTTERS BETWEEN PORTLAND AND NEW YORK INCLUDING HEADQUARTERS AND COMMANDERS.

Telephone, **Fort Hill 1591.**

Revenue Cutters can be reached from the office of the revenue cutter service at the Barge Office, Long Wharf, Boston.

1. Revenue Cutter "Woodbury," Eastport, Maine. First Lieutenant Randolph Ridgely.
2. Revenue Cutter "Androscoggin," Portland, Maine. Captain F. C. Billard.
3. Revenue Cutter "Itasca," Boston, Mass. Captain S. B. Winram.
4. Revenue Cutter "Acushnet," Woods Hole, Mass. First Lieutenant W. A. Wiley.
5. Revenue Cutter "Winnisimmet," Boston, Mass. Master's Mate E. N. Thacher.

SPECIAL AGENTS AND CUSTOMS AGENTS.

Office, Room 85, Federal Building.

Telephone, **Main 427.**

CARL H. CHANDLER
Customs Agent in Charge

THEOPHILUS GROUT
Special Inspector

C. B. DOWD

W. B. HARNEY

FRANK N. JEWELL
Customs Agents

Special Agents and Customs Agents are under the direction of the Secretary of the Treasury and are required to examine the accounts, books, and papers of Collectors and other officers of the Customs, and are employed in the prevention and detection of frauds on the customs revenue and in the investigation of irregular practices in the importation of merchandise under which frauds on the revenue are attempted.

UNITED STATES WAR DEPARTMENT.

(United States Army.)

UNITED STATES ENGINEER'S OFFICE, DEPARTMENT OF RIVERS AND HARBORS AND FORTIFICATIONS.

1017 Barristers Hall, Pemberton Square.

Telephone, Haymarket 554.

U. S. A. Corps of Engineers, in Charge

COL. FREDERIC V. ABBOT

Chief Clerk

THOMAS E. JANSEN

Assistant Engineers

T. T. H. HARWOOD

W. F. ROBINSON

This department has charge of the improvements of rivers and harbors in Eastern Massachusetts from Newburyport water to Chatham head. It has local supervision, under the direction of the Chief of Engineers and Secretary of War, of all matters relating to permits for construction of bridges and wharves, establishment of harbor lines, prevention of illegal deposits in navigable waters, alteration of bridges obstructing navigation, removal of wrecks and other like matters under act of Congress approved March 3, 1899 (Stats. L., vol. 30, pp. 1151-1155). The department also has supervision over the construction and repair of the fortifications in Boston Harbor.

LIST OF FORTS IN BOSTON HARBOR AND COMMANDING OFFICERS OF EACH.

COL. ADAM SLAKER

Commanding Artillery, District of Boston

Telephone, Winthrop 40.

Fort Revere (sub-post of Fort Andrews). Telephone, Winthrop 40.

Fort Andrews, Major R. E. Callan, C. A. C. Telephone, Hull 360.

Fort Warren, Lieutenant Colonel, Harry L. Hawthorne, C. A. C. Telephone, Dorchester 725.

Fort Strong, Colonel Willoughby Walke, C. A. C. Telephone, Dorchester 724.

Fort Standish (sub-post of Fort Strong).

Fort Banks, Colonel Adam Slaker, C. A. C., commanding Fort Banks, and Artillery District of Boston. Telephone, Winthrop 40.

Fort Heath (sub-post of Fort Banks).

Fort Independence, no longer garrisoned.

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Antwerp, Belgium
Halifax, Nova Scotia St. John, New Foundland
Board of Trade Building, Montreal

✦ ✦ ✦

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NEW YORK, U. S. A. NORFOLK, VA., U. S. A.

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NEWPORT NEWS, VA., U. S. A.

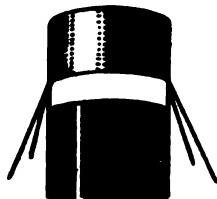
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"Re d' Italia," April 8th "Principe di Piemonte," May 8th

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"Re d' Italia," July 1st

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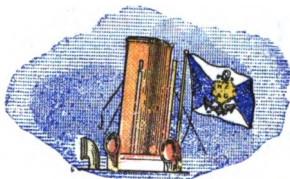
CUNARD LINE.

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Average time between Boston and Liverpool, seven to eight days.
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Hill 1500.

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Telephone, Main 5645.

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Dock at Mystic Dock, Charlestown.

Office, 84 State Street. Telephone, Main 4930.

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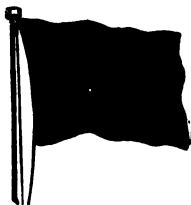
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RED STAR LINE.

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West bound, Antwerp to Boston direct.

East bound, Boston to Antwerp via Philadelphia.

Sailings fortnightly (Thursdays.)

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Freight forwarded under through bill of lading to all parts of the world.

Unclaimed goods sent to the nearest government store.

Office, 84 State Street. Telephone Maine 4930.

SCANDINAVIAN-AMERICAN LINE.

Freight only.

Operating to and from Copenhagen, Gothenburg and Christiana.

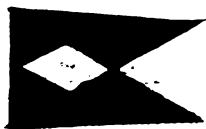
Sailings about monthly.

Dock at Hoosac Tunnel Docks, Charlestown.

Freight forwarded on through bill of lading to the Danish, Norwegian, Swedish, Russian, German, and Baltic ports.

A. C. Lombard's Sons, Agents, 110 State Street. Telephone, Main 874.

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Freight only. (Passenger and freight weekly service between Boston and Colon to be installed some time during the summer of 1913.)

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Passengers carried north bound only.

Mail south bound only.

Sailings every Friday at 9 A.M. (Saturday A.M. from Port Limon.)

Distance between Boston and Port Limon, 2200 miles.

Dock at Long Wharf, 202 Atlantic Avenue.

General office, 131 State Street. Telephone, Main 6456.

WARREN LINE.

Freight only.

Operating between Boston and Liverpool.

Direct sailings between Boston and Liverpool.

Sailings at intervals of about ten days.

Dock at Hoosac Tunnel Docks, Charlestown.

Freight forwarded under through bill of lading to all parts of the world.

Furness, Withy & Co., Ltd., Agents, 33 Broad Street. Telephone, Fort Hill 1500.

WHITE STAR LINE.



Freight, Mail and Passenger Service.

(1) Operating between Boston and Liverpool, calling at Queenstown.

Sailings every other Tuesday.

Dock at Hoosac Tunnel Docks, Charlestown.

Freight forwarded on through bill of lading to all parts of the world.

Unclaimed goods sent to the nearest government store.

(2) Operating between Boston and the Azores, Madeira, Gibraltar, Algiers, Naples and Genoa.

Sailings every third Saturday.

Dock at Hoosac Tunnel Docks, Charlestown.
Freight forwarded under through bill of lading to all parts of the world.
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Office, 84 State Street. Telephone, Main 4930.

WILSON & FURNESS LEYLAND LINE, LTD.

Freight only.
Operating between Boston and London.
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Time, twelve days.
Dock at B. & A. R.R. Docks, East Boston, and Hoosac Tunnel Docks,
Charlestown.
Freight forwarded under through bill of lading to all parts of the world.
Unclaimed goods sent to the nearest government store.
Office, 84 State Street. Telephone, Main 4930.

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Freight only.
Operating to and from Hull, England.
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Freight forwarded under through bill of lading to all the principal points in
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BOSTON & GLOUCESTER STEAMSHIP COMPANY.

Freight and Passenger Service.
Operating between Boston and Gloucester, Mass.
Sailings daily except Sundays.
Dock at Central Wharf, 244 Atlantic Avenue.
Office at Central Wharf, 244 Atlantic Avenue. Telephone, Main 2225.

CLYDE STEAMSHIP COMPANY.



Freight only.

Operating between Boston and Charleston, N. C., and Jacksonville, Fla.

Sailings every Saturday at 3 P.M.

Due at Charleston Wednesday A.M.

Due at Jacksonville Thursday A.M.

Dock at Lewis Wharf, 32 Atlantic Avenue, Boston.

Unclaimed goods handled by the Company's Claim Department at New York.

J. A. Collins, Agent, Lewis Wharf, 32 Atlantic Avenue. Telephone, Richmond 1042

EASTERN STEAMSHIP CORPORATION.

Bangor Line.

Passenger and Freight.

Operating between Boston, Rockland, Camden, Belfast, Searsport, Buckport, Winterport and Bangor (except during the winter season, when navigation is closed at Bangor on account of weather conditions).

Sailings daily during the summer.

Four trips weekly during the spring and fall.

Two trips weekly during the winter.

Dock at India Wharf, 288 Atlantic Avenue.

Portland Line.

Passenger and Freight.

Sailings daily except Sundays between Boston and Portland. (Sundays included from about the middle of June until the middle of September.)

Dock at Central Wharf, 244 Atlantic Avenue.

International Line.

Freight and Passenger Service.

Operating between Boston, Portland, Eastport, Lubec and St. John, N. B.

Three sailings per week via coastwise service in the summer, and three sailings per week direct service in summer. Two sailings per week via coastwise service in spring and fall. One sailing per week via coastwise service in winter.

Dock at Central Wharf, 244 Atlantic Avenue.

Kennebec Line.

Freight and Passenger Service.

Operating between Boston, Bath, Dresden, Richmond, Gardiner, Hallowell and Augusta, Maine.

Three sailings weekly to June 23 (daily, except Sunday), June 24 to July 20, inclusive, daily (Sundays included), July 21 to September 7, inclusive.

Dock at Foster's Wharf, 368 Atlantic Avenue.

Metropolitan Steamship Line.

- (1) **Passenger Service and Express Freight.**

Operating between Boston and New York.

Service from June 9 to October 4, daily.

Dock at India Wharf.

- (2) **Freight Service during the entire year between Boston and New York.**

Dock at India and Union Wharves.

Executive Offices, India Wharf, 288 Atlantic Avenue. Telephone, Fort Hill 4300.

MAINE COAST STEAMSHIP LINE.

Freight service between Boston, Portland, Vinalhaven, Stonington, Stockton Harbor, Bass Harbor, McKinley, South Gouldsborough, Prospect Harbor, Millbridge, Jonesport, and Machiasport, Maine.

Sailings about every ten days during the months of December, January and February. Twice weekly other months.

Docks at Great White Spirit Wharf, 529 Commercial Street, Boston.

Office at 529 Commercial Street. Telephone, Richmond 449.

MERCHANTS AND MINERS' TRANSPORTATION COMPANY.



Freight and Passenger Service.

- (1) **Operating to and from Philadelphia.**

- (2) **Operating between Boston, Norfolk, Newport News, and Baltimore.**

Three sailings weekly to Philadelphia.

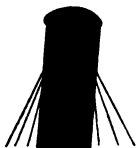
Three sailings weekly to Norfolk.

Three sailings weekly to Newport News, and Baltimore.

Philadelphia steamers dock at Fiske Wharf, Boston. Others dock at Battery Wharf, 379 Commercial Street.

Office, Battery Wharf, 379 Commercial Street. Telephone, Richmond 2000.

OCEAN STEAMSHIP COMPANY.



Passenger and Freight Service.

Operating between Boston and Savannah, Ga.

Sailings Tuesdays and Saturdays at 5 P.M.

Dock at Lewis Wharf, 32 Atlantic Avenue, Boston.

Office at 32 Atlantic Avenue. Telephone, Richmond 2230.

THE NEW SERVICE BETWEEN NORWAY AND BOSTON.

The Norwegian-Mexico Gulf Line will start a new passenger and freight service between Norway and the United States in January, 1914. There will be monthly sailings from Christiana and the west coast of Norway to Boston and Philadelphia. This line will provide fortnightly sailings between Boston and Philadelphia.

Furness, Withy & Co., Agents, 33 Broad Street. Telephone, Fort Hill 1500.

TIMES AND DISTANCES OF STEAMSHIPS COMING INTO PORT.

Quarantine to dock, 2 miles, 15 minutes.

Lightship to dock, 14 miles, 1½ hours.

Boston Light to dock, 8 miles, 1 hour.

RATES FOR TOWING IN BOSTON HARBOR.

In use by Boston Tow Boat Company, Commercial Tow Boat Company, Suffolk Tow Boat Company, Doane Tow Boat Company, Ross Tow Boat Company.

SCHOONER RATES FOR HARBOR AND BRIDGE WORK.

Docking.

| <i>Net Tonnage. Tons.</i> | <i>Below Bridges.</i> | <i>Through 1 Bridge.</i> | <i>Through 2 Bridges.</i> | <i>Through 3 Bridges.</i> |
|-------------------------------|---------------------------|------------------------------|-------------------------------|-------------------------------|
| 200 to 300 | \$6.00 | \$10.00 | \$15.00 | \$20.00 |
| 300 to 400 | 7.00 | 12.00 | 18.00 | 24.00 |
| 400 to 500 | 8.00 | 14.00 | 19.00 | 25.00 |
| 500 to 600 | 10.00 | 16.00 | 20.00 | 26.00 |
| 600 to 700 | 12.00 | 18.00 | 22.00 | 28.00 |
| 700 to 800 | 14.00 | 20.00 | 24.00 | 29.00 |
| 800 to 900 | 16.00 | 21.00 | 26.00 | 30.00 |
| 900 to 1,000 | 18.00 | 24.00 | 29.00 | 32.00 |
| 1,000 to 1,100 | 19.00 | 26.00 | 31.00 | 25.00 |
| 1,100 to 1,200 | 20.00 | 28.00 | 36.00 | 38.00 |
| 1,200 to 1,300 | 22.00 | 29.00 | 39.00 | 42.00 |
| 1,300 to 1,400 | 23.00 | 30.00 | 42.00 | 46.00 |
| 1,400 to 1,500 | 24.00 | 32.00 | 45.00 | 50.00 |
| 1,500 to 1,600 | 25.00 | 34.00 | 48.00 | 55.00 |
| 1,600 to 1,700 | 26.00 | 35.00 | 51.00 | 59.00 |
| 1,700 to 1,800 | 28.00 | 36.00 | 54.00 | 62.00 |
| 1,800 to 1,900 | 29.00 | 38.00 | 56.00 | 66.00 |
| 1,900 to 2,000 | 30.00 | 40.00 | 60.00 | 70.00 |
| 2,000 to 2,100 | 32.00 | 42.00 | 62.00 | 72.00 |
| 2,100 to 2,200 | 33.00 | 44.00 | 64.00 | 74.00 |
| 2,200 to 2,300 | 34.00 | 45.00 | 66.00 | 76.00 |
| 2,300 to 2,400 | 35.00 | 46.00 | 68.00 | 78.00 |
| 2,400 to 2,500 | 36.00 | 48.00 | 70.00 | 80.00 |
| 2,500 to 2,600 | 38.00 | 50.00 | 72.00 | 82.00 |
| 2,600 to 2,700 | 39.00 | 52.00 | 74.00 | 84.00 |
| 2,700 to 2,800 | 40.00 | 54.00 | 76.00 | 86.00 |
| 2,800 to 2,900 | 42.00 | 55.00 | 78.00 | 88.00 |
| 2,900 to 3,000 | 43.00 | 56.00 | 80.00 | 90.00 |
| 3,000 to 3,200 | 45.00 | 58.00 | 82.00 | 92.00 |
| 3,200 to 3,400 | 47.00 | 60.00 | 84.00 | 94.00 |
| 3,400 to 3,600 | 49.00 | 62.00 | 86.00 | 96.00 |
| Over 3,600* | | | | |

*Price to be made.

Same price towing out.

Getting vessels under way in stream, one-half price of docking to be charged.

If any vessel anchors in stream before going to sea, one-half docking rate to be charged extra when towing to sea.

SCHOONER RATES FOR HARBOR AND BRIDGE WORK.

Docking.

| <i>Net Tonnage. Tons.</i> | <i>Through 4 Bridges.</i> | <i>Through 5 Bridges.</i> | <i>Through 6 Bridges.</i> | <i>Through 7 Bridges.</i> | <i>Through 8 Bridges.</i> |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| 200 to 300 | \$25.00 | \$30.00 | \$35.00 | \$40.00 | \$45.00 |
| 300 to 400 | 29.00 | 34.00 | 39.00 | 45.00 | 50.00 |
| 400 to 500 | 32.00 | 38.00 | 43.00 | 50.00 | 56.00 |
| 500 to 600 | 34.00 | 40.00 | 46.00 | 52.00 | 58.00 |
| 600 to 700 | 36.00 | 42.00 | 48.00 | 54.00 | 60.00 |
| 700 to 800 | 38.00 | 46.00 | 54.00 | 60.00 | 65.00 |
| 800 to 900 | 40.00 | 50.00 | 60.00 | 70.00 | 75.00 |
| 900 to 1,000 | 42.00 | 52.00 | 62.00 | 72.00 | 82.00 |
| 1,000 to 1,100 | 45.00 | 55.00 | 65.00 | 75.00 | 85.00 |
| 1,100 to 1,200 | 48.00 | 58.00 | 68.00 | 78.00 | 88.00 |
| 1,200 to 1,300 | 52.00 | 62.00 | 72.00 | 82.00 | 92.00 |
| 1,300 to 1,400 | 56.00 | 66.00 | 76.00 | 86.00 | 96.00 |
| 1,400 to 1,500 | 60.00 | 70.00 | 80.00 | 90.00 | 100.00 |

Same price towing out.

SCHOONER RATES FOR TOWING TO SEA.

From Dock below Bridges to

| <i>Tons.</i> | <i>Below Castle.</i> | <i>Long Island Head or Quarantine.</i> | <i>Nantasket Roads, Boston Light or Graves.</i> | <i>Lightship.</i> |
|----------------|--------------------------|--|---|-------------------|
| 200 to 300 | \$8.00 | | | |
| 300 to 400 | 10.00 | | | |
| 400 to 500 | 11.00 | | | |
| 500 to 600 | 13.00 | \$17.00 | | |
| 600 to 700 | 15.00 | 19.00 | | |
| 700 to 800 | 18.00 | 23.00 | \$30.00 | |
| 800 to 900 | 20.00 | 25.00 | 35.00 | |
| 900 to 1,000 | 22.00 | 27.00 | 36.00 | |
| 1,000 to 1,100 | 24.00 | 30.00 | 38.00 | \$48.00 |
| 1,100 to 1,200 | 25.00 | 31.00 | 40.00 | 50.00 |
| 1,200 to 1,300 | 27.00 | 33.00 | 42.00 | 52.00 |
| 1,300 to 1,400 | 28.00 | 34.00 | 44.00 | 54.00 |
| 1,400 to 1,500 | 29.00 | 35.00 | 46.00 | 56.00 |
| 1,500 to 1,600 | 31.00 | 38.00 | 48.00 | 58.00 |
| 1,600 to 1,700 | 32.00 | 39.00 | 50.00 | 60.00 |
| 1,700 to 1,800 | 34.00 | 41.00 | 52.00 | 62.00 |
| 1,800 to 1,900 | 35.00 | 42.00 | 54.00 | 64.00 |
| 1,900 to 2,000 | 36.00 | 43.00 | 56.00 | 66.00 |
| 2,000 to 2,100 | 38.00 | 46.00 | 60.00 | 70.00 |
| 2,100 to 2,200 | 40.00 | 48.00 | 64.00 | 74.00 |
| 2,200 to 2,300 | 41.00 | 49.00 | 66.00 | 76.00 |
| 2,300 to 2,400 | 42.00 | 50.00 | 70.00 | 80.00 |
| 2,400 to 2,500 | 43.00 | 52.00 | 74.00 | 84.00 |
| 2,500 to 2,600 | 45.00 | 54.00 | 77.00 | 87.00 |
| 2,600 to 2,700 | 46.00 | 55.00 | 80.00 | 90.00 |
| 2,700 to 2,800 | 48.00 | 58.00 | 83.00 | 93.00 |
| 2,800 to 2,900 | 50.00 | 60.00 | 86.00 | 96.00 |
| 2,900 to 3,000 | 51.00 | 62.00 | 90.00 | 100.00 |
| 3,000 to 3,200 | 53.00 | 65.00 | 93.00 | 103.00 |
| 3,200 to 3,400 | 55.00 | 68.00 | 96.00 | 106.00 |
| 3,400 to 3,600 | 57.00 | 71.00 | 100.00 | 110.00 |
| Over 3,600* | | | | |

* Price to be made.

SCHOONER RATES.

Flats or Castle to

| <i>Net Tonnage. Tons.</i> | <i>Commercial Point and Neponset.</i> | <i>Neponset River 1 Bridge.</i> | <i>Neponset River 2 Bridges.</i> | <i>Neponset River 3 Bridges to Milton.</i> |
|-------------------------------|---|---|--|--|
| 200 to 300 | \$15.00 | \$20.00 | \$25.00 | \$35.00 |
| 300 to 400 | 17.00 | 22.00 | 27.00 | 37.00 |
| 400 to 500 | 20.00 | 25.00 | 30.00 | 40.00 |
| 500 to 600 | 23.00 | 28.00 | 33.00 | 43.00 |
| 600 to 700 | 26.00 | 31.00 | 36.00 | 46.00 |
| 700 to 800 | 29.00 | 34.00 | 39.00 | 49.00 |
| 800 to 900 | 32.00 | 37.00 | 42.00 | 52.00 |
| 900 to 1,000 | 35.00 | 40.00 | 45.00 | 55.00 |
| 1,000 to 1,100 | 38.00 | 43.00 | 48.00 | |
| 1,100 to 1,200 | 41.00 | 46.00 | 51.00 | |
| 1,200 to 1,300 | 44.00 | | | |
| 1,300 to 1,400 | 47.00 | | | |
| 1,400 to 1,500 | 50.00 | | | |
| 1,500 to 1,600 | | | | |
| 1,600 to 1,700 | | | | |
| 1,700 to 1,800 | | | | |
| 1,800 to 1,900 | | | | |
| 1,900 to 2,000 | | | | |
| 2,000 to 2,100 | | | | |
| 2,100 to 2,200 | | | | |
| 2,200 to 2,300 | | | | |
| 2,300 to 2,400 | | | | |
| 2,400 to 2,500 | | | | |
| 2,500 to 2,600 | | | | |
| 2,600 to 2,700 | | | | |
| 2,700 to 2,800 | | | | |
| 2,800 to 2,900 | | | | |
| 2,900 to 3,000 | | | | |
| 3,000 to 3,200 | | | | |
| 3,200 to 3,400 | | | | |
| 3,400 to 3,600 | | | | |
| Over 3,600* | | | | |

* Price to be made.

Same price towing out.

SCHOONER RATES.

Flats or Castle to

| <i>Net Tonnage. Tons.</i> | <i>Quincy Point Fore River.</i> | <i>Quincy Point 1 Bridge Fore River.</i> |
|-------------------------------|-------------------------------------|--|
| 200 to 300 | \$25.00 | \$30.00 |
| 300 to 400 | 30.00 | 35.00 |
| 400 to 500 | 35.00 | 40.00 |
| 500 to 600 | 40.00 | 45.00 |
| 600 to 700 | 43.00 | 48.00 |
| 700 to 800 | 46.00 | 51.00 |
| 800 to 900 | 49.00 | 54.00 |
| 900 to 1,000 | 52.00 | 57.00 |
| 1,000 to 1,100 | 55.00 | 60.00 |
| 1,100 to 1,200 | 58.00 | 63.00 |
| 1,200 to 1,300 | 61.00 | 66.00 |
| 1,300 to 1,400 | 64.00 | 69.00 |
| 1,400 to 1,500 | 67.00 | 72.00 |
| 1,500 to 1,600 | 70.00 | 80.00 |
| 1,600 to 1,700 | 72.00 | 82.00 |
| 1,700 to 1,800 | 74.00 | 84.00 |
| 1,800 to 1,900 | 76.00 | 86.00 |
| 1,900 to 2,000 | 78.00 | 88.00 |
| 2,000 to 2,100 | 80.00 | 90.00 |
| 2,100 to 2,200 | 82.00 | 92.00 |
| 2,200 to 2,300 | 84.00 | 94.00 |
| 2,300 to 2,400 | 86.00 | 96.00 |
| 2,400 to 2,500 | 88.00 | 98.00 |
| 2,500 to 2,600 | 90.00 | 100.00 |
| 2,600 to 2,700 | 92.00 | 102.00 |
| 2,700 to 2,800 | 94.00 | 104.00 |
| 2,800 to 2,900 | 96.00 | 106.00 |
| 2,900 to 3,000 | 98.00 | 108.00 |
| 3,000 to 3,200 | 100.00 | 110.00 |
| 3,200 to 3,400 | 102.00 | 112.00 |
| 3,400 to 3,600 | 104.00 | 114.00 |
| Over 3,600* | | |

* Price to be made.

Same price towing out.

SCHOONER RATES.

Flats or Castle or Lynn Bay to

| <i>Tons.</i> | <i>Weymouth Fore River.</i> | <i>Hingham and Nantasket.</i> | <i>Lynn.</i> | <i>Saugus 1 Bridge.</i> | <i>Saugus 2 Bridges.</i> |
|----------------|---------------------------------|-----------------------------------|--------------|-----------------------------|------------------------------|
| 200 to 300 | \$40.00 | \$40.00 | \$25.00 | \$30.00 | \$35.00 |
| 300 to 400 | 45.00 | 45.00 | 30.00 | 35.00 | 40.00 |
| 400 to 500 | 50.00 | 50.00 | 35.00 | 40.00 | 45.00 |
| 500 to 600 | 55.00 | 55.00 | 40.00 | 45.00 | 50.00 |
| 600 to 700 | 58.00 | 58.00 | 43.00 | 48.00 | 53.00 |
| 700 to 800 | 61.00 | 61.00 | 46.00 | 53.00 | 56.00 |
| 800 to 900 | 64.00 | 64.00 | 49 00 | 54.00 | 59.00 |
| 900 to 1,000 | 67.00 | 67.00 | 52.00 | 57.00 | 62.00 |
| 1,000 to 1,100 | 70.00 | 70.00 | 55.00 | 60.00 | 65.00 |
| 1,100 to 1,200 | — | — | 58.00 | | |
| 1,200 to 1,300 | — | — | 61.00 | | |
| 1,300 to 1,400 | — | — | 64.00 | | |
| 1,400 to 1,500 | — | — | 67.00 | | |
| 1,500 to 1,600 | — | — | 70.00 | | |

Towing out light, \$5 less.

SCHOONER RATES.

Price for Towing Schooners with Coal.

From Lightship to City and dock below bridges and from dock to sea, if over 2000 tons carrying capacity, rate to be paid on actual carrying capacity.

Carrying Capacity:

- 2000 to 2299 tons at 7 cents.
- 2300 to 2499 tons at 6½ cents.
- 2500 to 3499 tons at 6 cents.
- 3500 to 3999 tons at 5 cents.
- Over 4000 tons at 4½ cents.

Vessels of the above class taken in tow outside the Lightship, extra price to be made, but in no case to be towed less than the above rates.

SQUARE-RIGGED RATES FOR HARBOR AND BRIDGE WORK.

Docking.

| <i>Net Tonnage. Tons.*</i> | <i>Below Bridges.</i> | <i>Through 1 Bridge.</i> | <i>Through 2 Bridges.</i> | <i>Through 3 Bridges.</i> |
|--------------------------------|---------------------------|------------------------------|-------------------------------|-------------------------------|
| 300 to 400 | \$8.00 | \$13.00 | \$19.00 | \$25.00 |
| 400 to 500 | 10.00 | 15.00 | 20.00 | 26.00 |
| 500 to 600 | 12.00 | 17.00 | 22.00 | 28.00 |
| 600 to 700 | 14.00 | 20.00 | 24.00 | 30.00 |
| 700 to 800 | 16.00 | 22.00 | 26.00 | 31.00 |
| 800 to 900 | 18.00 | 24.00 | 29.00 | 33.00 |
| 900 to 1,000 | 20.00 | 26.00 | 31.00 | 35.00 |
| 1,000 to 1,100 | 22.00 | 29.00 | 34.00 | 38.00 |
| 1,100 to 1,200 | 24.00 | 32.00 | 38.00 | 40.00 |
| 1,200 to 1,300 | 26.00 | 34.00 | 44.00 | 47.00 |
| 1,300 to 1,400 | 28.00 | 36.00 | 48.00 | 52.00 |
| 1,400 to 1,500 | 30.00 | 38.00 | 51.00 | 56.00 |
| 1,500 to 1,600 | 32.00 | 40.00 | 54.00 | 61.00 |
| 1,600 to 1,700 | 34.00 | 42.00 | 57.00 | 65.00 |
| 1,700 to 1,800 | 36.00 | 44.00 | 60.00 | 68.00 |
| 1,800 to 1,900 | 38.00 | 47.00 | 64.00 | 74.00 |
| 1,900 to 2,000 | 40.00 | 50.00 | 68.00 | 78.00 |
| 2,000 to 2,100 | 42.00 | 52.00 | 72.00 | 82.00 |
| 2,100 to 2,200 | 44.00 | 55.00 | 75.00 | 85.00 |
| 2,200 to 2,300 | 46.00 | 57.00 | 77.00 | 87.00 |
| 2,300 to 2,400 | 48.00 | 59.00 | 80.00 | 90.00 |
| 2,400 to 2,500 | 50.00 | 62.00 | 82.00 | 92.00 |
| 2,500 to 2,600 | 52.00 | 64.00 | 84.00 | 94.00 |
| 2,600 to 2,700 | 54.00 | 67.00 | 87.00 | 97.00 |
| 2,700 to 2,800 | 56.00 | 70.00 | 90.00 | 100.00 |
| 2,800 to 2,900 | 58.00 | 72.00 | 92.00 | 102.00 |
| 2,900 to 3,000 | 60.00 | 74.00 | 94.00 | 104.00 |
| 3,000 to 3,200 | 62.00 | 76.00 | 96.00 | 106.00 |
| 3,200 to 3,400 | 64.00 | 78.00 | 98.00 | 108.00 |
| 3,400 to 3,600 | 66.00 | 80.00 | 100.00 | 110.00 |
| Over 3,600† | | | | |

* Under 300 tons, price to be made.

† Price to be made.

Same price towing out.

Getting vessels under way in stream, one-half price of docking to be charged.

If any vessel anchors in stream before going to sea, one-half docking rate to be charged extra when towing to sea.

SQUARE-RIGGED RATES FOR HARBOR AND BRIDGE WORK.

| <i>Net Tonnage. Tons.*</i> | <i>Dock to below Castle.</i> | <i>Dock to Long Island Head or Quarantine.</i> | <i>Dock to Nantasket Roads, Boston Light or Graves</i> | <i>Dock to Lightship.</i> |
|--------------------------------|----------------------------------|--|--|-------------------------------|
| 300 to 400 | \$10.00 | \$15.00 | | |
| 400 to 500 | 12.00 | 17.00 | | |
| 500 to 600 | 14.00 | 19.00 | \$30.00 | |
| 600 to 700 | 16.00 | 21.00 | 35.00 | \$40.00 |
| 700 to 800 | 18.00 | 23.00 | 40.00 | 45.00 |
| 800 to 900 | 20.00 | 25.00 | 45.00 | 50.00 |
| 900 to 1,000 | 22.00 | 27.00 | 50.00 | 55.00 |
| 1,000 to 1,100 | 25.00 | 31.00 | 54.00 | 59.00 |
| 1,100 to 1,200 | 28.00 | 35.00 | 58.00 | 63.00 |
| 1,200 to 1,300 | 31.00 | 39.00 | 62.00 | 67.00 |
| 1,300 to 1,400 | 34.00 | 43.00 | 66.00 | 71.00 |
| 1,400 to 1,500 | 37.00 | 47.00 | 70.00 | 75.00 |
| 1,500 to 1,600 | 40.00 | 51.00 | 74.00 | 79.00 |
| 1,600 to 1,700 | 43.00 | 55.00 | 78.00 | 83.00 |
| 1,700 to 1,800 | 46.00 | 59.00 | 82.00 | 87.00 |
| 1,800 to 1,900 | 49.00 | 63.00 | 86.00 | 91.00 |
| 1,900 to 2,000 | 52.00 | 67.00 | 90.00 | 95.00 |
| 2,000 to 2,100 | 55.00 | 71.00 | 94.00 | 99.00 |
| 2,100 to 2,200 | 58.00 | 75.00 | 98.00 | 103.00 |
| 2,200 to 2,300 | 61.00 | 79.00 | 101.00 | 107.00 |
| 2,300 to 2,400 | 64.00 | 83.00 | 104.00 | 111.00 |
| 2,400 to 2,500 | 67.00 | 87.00 | 107.00 | 115.00 |
| 2,500 to 2,600 | 70.00 | 91.00 | 110.00 | 119.00 |
| 2,600 to 2,700 | 73.00 | 95.00 | 113.00 | 123.00 |
| 2,700 to 2,800 | 76.00 | 99.00 | 116.00 | 127.00 |
| 2,800 to 2,900 | 79.00 | 103.00 | 119.00 | 131.00 |
| 2,900 to 3,000 | 82.00 | 107.00 | 123.00 | 135.00 |
| 3,000 to 3,200 | 85.00 | 111.00 | 127.00 | 139.00 |
| 3,200 to 3,400 | 88.00 | 115.00 | 131.00 | 143.00 |
| 3,400 to 3,600 | 91.00 | 119.00 | 135.00 | 147.00 |
| Over 3,600† | | | | |

* Under 300 tons, price to be made.

† Price to be made.

If square-rigged vessels are towed direct from above the bridges to sea without anchoring or stopping, the bridge rates and the sea rates to be added together and a harbor move deducted.

No pilots to be paid by tugs, these prices to be strictly adhered to, and no commission, discount, or allowance to be made to any one.

PILOT COMMISSIONERS.

Room 716 Chamber of Commerce Building, Milk Street, cor. India Street.

Telephone, Fort Hill 1226.

Commissioners

FREDERICK C. BAILEY

EDMUND S. MANSON

The Pilot Commissioners have jurisdiction over the Boston, Hull, Weymouth and Quincy, Lynn and Neponset pilots.

PILOT BOATS.

"Liberty"

"Louise"

"America"

NAMES OF BOSTON PILOTS.

**NATHANIEL A. ABBOTT
FRED W. AHLQUIST
FRED L. BAILEY
I. CLARENCE BAILEY
JOSEPH W. COLBY
WATSON DOLLIVER
JOSEPH FAWCETT
HORACE W. FOLGER
CHARLES W. FRYE
FRED C. GERVALT**

**CHARLES H. HANSON
GEORGE W. LAWLER
FRANCIS C. LEFRAY
WILLIAM H. LEWIS
JOHN H. LOW
CLARENCE A. MARTIN
CLIFF E. MCFIELD
BRUCE B. MCLEAN
WALDO B. MERRITT
WILLIAM MCMILAN**

**CHARLES K. NELSON
HENNING B. NELSON
AXEL OHLSON
HENRY C. PETERSON
JAMES H. REID
JAMES H. REID, JR.
SIDNEY J. TREAT
SAMUEL F. WELLOCK
ROSWELL Y. WOODBURY**

HULL PILOTS.

FRANK H. CLAVERLY

ABNER B. CLAVERLY

MERTON A. CLAVERLY

WEYMOUTH AND QUINCY PILOTS.

MARCUS E. WIGHT

DANIEL HIGGINSON

LYNN PILOTS.

ROBERT H. ROBINSON

ARTHUR H. ROBINSON

NEPONSET PILOT.

ALFRED H. PRATT

RATES OF PILOTAGE FOR BOSTON HARBOR.

Established March, 1901.

| OUTWARD RATES. | | | INWARD RATES. | | |
|---------------------------|---------------------------|----------------|---------------------------|---------------------------|----------------|
| <i>Draught Water.</i> | <i>Rate per Foot.</i> | <i>Amount.</i> | <i>Draught Water.</i> | <i>Rate per Foot.</i> | <i>Amount.</i> |
| <i>Feet</i> | | | <i>Feet</i> | | |
| 7 | \$1.65 | \$11.55 | 7 | \$2.64 | \$18.48 |
| 8 | 1.66 | 13.28 | 8 | 2.69 | 21.52 |
| 9 | 1.67 | 15.03 | 9 | 2.73 | 24.57 |
| 10 | 1.70 | 17.00 | 10 | 2.77 | 27.70 |
| 11 | 1.74 | 19.14 | 11 | 2.80 | 30.80 |
| 12 | 1.78 | 21.36 | 12 | 2.85 | 34.20 |
| 13 | 2.00 | 26.00 | 13 | 2.95 | 38.35 |
| 14 | 2.00 | 28.00 | 14 | 3.45 | 48.30 |
| 15 | 2.10 | 31.50 | 15 | 3.50 | 52.50 |
| 16 | 2.25 | 36.00 | 16 | 3.55 | 56.80 |
| 17 | 2.50 | 42.50 | 17 | 3.75 | 63.75 |
| 18 | 2.75 | 49.50 | 18 | 3.80 | 68.40 |
| 19 | 3.00 | 57.00 | 19 | 4.00 | 76.00 |
| 20 | 3.25 | 65.00 | 20 | 4.25 | 85.00 |
| 21 | 3.50 | 73.50 | 21 | 4.50 | 94.50 |
| 22 | 3.75 | 82.50 | 22 | 4.50 | 99.00 |
| 23 | 4.00 | 92.00 | 23 | 5.00 | 115.00 |
| 24 | 4.25 | 102.00 | 24 | 5.00 | 120.00 |
| 25 | 5.00 | 125.00 | 25 | 5.00 | 125.00 |
| 26 | " | 130.00 | 26 | " | 130.00 |
| 27 | " | 135.00 | 27 | " | 135.00 |
| 28 | " | 140.00 | 28 | " | 140.00 |
| 29 | " | 145.00 | 29 | " | 145.00 |
| 30 | " | 150.00 | 30 | " | 150.00 |
| 31 | " | 155.00 | 31 | " | 155.00 |
| 32 | " | 160.00 | 32 | " | 160.00 |
| 33 | " | 165.00 | 33 | " | 165.00 |
| 34 | " | 170.00 | 34 | " | 170.00 |
| 35 | " | 175.00 | 35 | " | 175.00 |

HARBOR MASTER'S OFFICE.

Police Station No. 8, Battery and Commercial Streets.

Telephone, Richmond 779.

CAPT. FRANCIS J. HIRD, *Harbor Master*

The Harbor Master is appointed by the Police Commissioner of the City of Boston, and is charged with the enforcement of the following rules and regulations as regards anchorage in Boston Harbor:

Upper Harbor.—Bird Island Anchorage.

1. All vessels anchoring in this basin shall anchor within the following marks, viz.:

The westerly end of the Quincy Market Cold Storage Building on Eastern Avenue, in range with the easterly end of the gasometer at the North End Gas Works and southeast of a line of the large tower on the brewery on Marginal Street in range with the coal elevators on the pier of the Massachusetts Wharf Coal Company (adjoining the terminal of the Boston, Revere Beach & Lynn Railroad) in East Boston, and 600 feet from the wharves in East Boston. Vessels of light draught to take the inside berth.

South Boston Anchorage.

2. All vessels anchoring on South Boston flats shall anchor within the following marks, viz.:

The round chimney on the Cold Storage Building on Richmond Street in range with the granite block on Long Wharf and southeast to the Metropolitan Coal Company's channel.

Yacht Anchorage.

3. This anchorage is reserved for yachts and vessels of the United States Government, and they shall anchor within the following marks, viz.:

The round chimney on the Cold Storage Building on Richmond Street, between Commercial Street and Atlantic Avenue, in range with the granite block on Long Wharf; to the westward of the dock between pier 1 and pier 2, New York, New Naven & Hartford Railroad; the flagstaff on freight house No. 2, on the Fort Point Channel side of the New York, New Haven & Hartford Railroad Docks in range with the northerly side of the Atlas Stores Building in South Boston; and not less than 500 feet from pier 1, New York, New Haven & Hartford Railroad Docks.

4. No vessel shall anchor northwest of these ranges without permission from the Harbor Master.
5. No light vessel shall anchor on the Bird Island anchorage without permission from the Harbor Master.

6. No vessel shall anchor in the dredged channel to the Metropolitan Coal Company's Wharf in South Boston, nor in the reserved channel to L Street Bridge.
7. Before loading or discharging cargo or coal into or from a vessel at anchor in the upper harbor, the master, consignee or stevedore must obtain a permit from the Harbor Master. (Such vessel, if not anchored in a proper place, must be assigned a berth before such permit is granted.)
- 7a. No vessel shall receive or deliver gasoline or other supplies in the streams or channels of the harbor, outside of the anchorage areas.

Lower Harbor.—President Roads and Quarantine Anchorage.

8. All vessels shall anchor northeast of a line from Deer Island Light in range with Little Calf Island.
9. All vessels anchoring between Spectacle and Castle Islands shall anchor southwest of a line drawn from the barn on the hill on Spectacle Island and the southwest end of the fort on Castle Island.

Nantasket Roads Anchorage.

10. Between May 1 and November 1 in each year all vessels shall anchor southwest of a line of the northeasterly end of the most northeasterly barracks building on Long Island in range with the lighthouse on Long Island Head or northeast of a line of the sea wall on the east head of Long Island in range with the tree on the southeast end of Apple Island and 500 feet from the shore of George's Island.
 11. No vessel shall anchor in the Narrows or the entrance thereto.
 12. No vessel shall anchor in Lighthouse Channel southwest of a line between Kelly's Ledge and Nash's Rock buoys or northeast of a line between Hunt's Ledge and the buoy on Point Allerton Bar.
 13. No vessel shall anchor in the dredged channels in Broad Sound or so as to obstruct the view of any range light in any part of the harbor.
- The call for the Harbor Master and Police Steamers is three short and one long blast of the steam whistle.

EXTRACTS FROM THE STATUTES.

(Chap. 314, Acts 1848.)

SECT. 4. All vessels at anchor in the harbor of Boston shall keep an anchor watch at all times, and shall keep a clear and distinct light suspended, at least six feet above the deck, during the night; and whenever the provisions of this section shall be violated on board any vessel, the master or owners shall be liable to a penalty of not more than twenty dollars, and shall be held liable to pay all damages that may be occasioned by such violation.

(Chap. 16, Acts 1872.)

SECT. 1. No vessel propelled by steam shall, either in Boston harbor or Charlestown harbor, pass within one hundred yards of any wharf at greater speed than at the rate of five miles an hour.

SECT. 2. The master, pilot and engineer of any vessel violating the provisions of this act shall severally be punished by fine not exceeding one hundred dollars.

SECT. 3. The owner of any vessel violating the provisions of this act shall pay to any person suffering damage thereby the full amount of such damage, to be recovered in an action of tort.

(Chap. 66, Revised Laws.)

SECT. 17. Whoever willfully and without lawful authority or license therefor, deposits in a harbor or other navigable tide waters, stones, gravel, mud, ballast, cinders, ashes, dirt or any other substance tending to injure the navigation or to shoal the depth thereof, shall be punished by a fine of not more than twenty dollars for each offence.

SECT. 18. No warp or line shall be passed across a channel or dock so as to obstruct vessels passing along the same.

SECT. 21. The master of a vessel within a harbor for which a harbor master is appointed shall anchor his vessel according to the regulations of the harbor master, and shall move to such place as the harbor master directs. The master of a towboat having a vessel in tow and a pilot having a vessel in charge shall allow such vessel to anchor only in such place as the regulations of the harbor master provide for anchorage.

SECT. 22. The master of a vessel, before unloading lumber in the stream or channel of a harbor having a harbor master, shall obtain from him a permit, designating where such lumber may be rafted.

SECT. 23. A vessel lying in the harbor or at a wharf or pier in a harbor shall, if so directed by the harbor master, cockbill the lower yards, brace the topsail yards fore and aft and rig in the jib-boom.

SECT. 24. A harbor master may, at the expense of the masters or owners thereof, cause the removal of any vessel which lies in his harbor and is not moved when directed by him, and upon the neglect or refusal of such master or owner on demand to pay such expense, he may recover the same from them in an action of contract, to the use of the city or town in which the harbor is situated.

SECT. 25. If the master or other person in charge of a vessel occupying a berth at a wharf or pier fails, after notice from the wharfinger thereof or his agent, to remove his vessel from such berth within such time as the harbor master adjudges reasonable, the harbor master shall cause such vessel to be moved to some other berth or anchored in the stream, and may recover the expense of such removal in an action of contract from the master or owners thereof, to the use of the city or town in which the harbor is situated.

SECT. 26. A harbor master may, in the harbor for which he is appointed, regulate and station all vessels in the streams or channels thereof, and may remove such as he determines are not fairly and actually employed in receiving or discharging their cargoes, to make room for such others as require to be more immediately accommodated for such purposes.

SECT. 27. Harbor masters shall report to the harbor and land commissioners any violation of the provisions of section seventeen or of any law relating to tide water in their respective harbors, and of all shipwrecks in the tide waters of their respective harbors and of any obstructions therein.

SECT. 28. Whoever violates any of the provisions of the ten preceding sections or refuses or neglects to obey the lawful orders of a harbor master, or resists him in the execution of his duties, shall be punished by a fine of not more than fifty dollars, and shall be liable in an action of tort to any person suffering damage thereby.

Rules and Regulations to Govern the Opening of the Draws in the Bridges Crossing Boston Harbor, Massachusetts, and the Navigable Waters Tributary Thereto.

THE LAW.

The river and harbor act of August 18, 1894, contains the following section:

"SEC. 5. That it shall be the duty of all persons owning, operating, and tending the drawbridges now built, or which may hereafter be built across the navigable rivers and other waters of the United States, to open, or cause to be opened, the draws of such bridges under such rules and regulations as in the opinion of the Secretary of War the public interests require to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law. Every such person who shall wilfully fail or refuse to open, or cause to be opened, the draw of any such bridge for the passage of a boat or boats, or who shall unreasonably delay the opening of said draw after reasonable signal shall have been given, as provided in such regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than two thousand dollars nor less than one thousand dollars, or by imprisonment (in the case of a natural person) for not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States: *Provided further*, That whenever, in the opinion of the Secretary of War, the public interests require it, he may make rules and regulations to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law, and any violation thereof shall be punished as hereinbefore provided."

THE RULES AND REGULATIONS.

In accordance with the law above quoted, the following rules and regulations are prescribed to govern the opening of the draws in the bridges crossing Boston harbor, and the navigable waters tributary to the said harbor.

Bridges Without Closed Hours.

1. The draw in each and every bridge hereafter named in this paragraph shall, upon the signal prescribed in paragraph 7 below being given, be opened promptly at all hours for the passage of any vessel or vessels or other water craft not able to pass underneath it: *Provided*, That when the draw in any of the said bridges shall have been open for ten (10) minutes or longer, it may be closed for the crossing of trains, cars, vehicles or individuals if any be waiting to cross, and after being so closed for ten (10) minutes or for such shorter time as may be necessary for the said trains, cars, vehicles or individuals to cross, it shall

be again opened promptly for the passage of vessels or other water craft if there be any such desiring to pass. The requirements of this paragraph shall apply to each and every one of the following-named bridges, so-called, to wit:

Across Chelsea Creek or Chelsea River — Meridian Street Bridge, Chelsea Street Bridge and Grand Junction Railroad Bridge.

Across Mystic River — Wellington Bridge.

Across Malden River — Malden River Bridge on Revere Beach Parkway and Medford Street Bridge at Malden.

Across Charles River — Grand Junction Railroad Bridge, Cambridge Street Bridge, Western Avenue Bridge, North Harvard Street Bridge, Arsenal Street (Western Avenue) Bridge and North Beacon Street (Market Street) Bridge.

Across Reserved Channel — L Street Bridge, South Boston.

Across Neponset River — New York, New Haven and Hartford Railroad Bridge, Neponset Avenue Bridge and Granite Bridge.

Across Weymouth Fore River — Quincy Point Bridge and East Braintree Bridge.

Across Weymouth Back River — Hingham Bridge.

Across Crystal Cove — Boston, Revere Beach and Lynn Railroad Bridge.

Across Tenean Creek — Commercial Point or Tenean Bridge.

Bridges with Closed Hours.

2. Between the hours of 9.00 a.m. and 4.30 p.m. and between the hours of 7.00 p.m. and 6.30 a.m. on week days, and at all hours on Sundays, and on legal holidays observed in the locality, the draws in each and every bridge hereafter named in this paragraph shall, upon the signal prescribed in paragraph 7 below being given, be opened promptly for the passage of any vessel or vessels or other water craft not able to pass underneath it: *Provided*, That when the draw in any of the said bridges shall have been open for ten (10) minutes or for such shorter period as may be necessary for the passage of vessels or other water craft desiring to pass, between the hours aforesaid, it shall be closed for the crossing of trains, cars, vehicles or individuals if any be waiting to cross, and after being so closed for ten (10) minutes or for such shorter time as may be necessary for the said trains, cars, vehicles or individuals to cross, it shall be again opened promptly for the passage of vessels or other water craft if there be any such desiring to pass. Between the hours of 6.30 a.m. and 9.00 a.m., and between the hours of 4.30 p.m. and 7.00 p.m., the draws in the bridges hereafter named in this paragraph shall not be required to be opened on week days for the passage of any vessel, vessels or other water craft excepting during the periods between 7.05 a.m. and 7.15 a.m., between 8.00 a.m. and 8.10 a.m., between 5.20 p.m. and 5.30 p.m., and between 6.20 p.m. and 6.30 p.m., and excepting also as provided in paragraphs 4, 5 and 11 of these rules and regulations. The requirements of this paragraph shall apply to each and every one of the following-named bridges, so-called, to wit:

Across Mystic River — Chelsea Bridge, South, Chelsea Bridge, North, Malden Bridge, Boston and Maine (Eastern Division) Railroad Bridge, and Boston and Maine (Western Division) Railroad Bridge.

Across Charles River — Harvard Bridge.

Across Fort Point Channel — Northern Avenue Bridge, Congress Street Bridge and Summer Street Bridge.

3. Between the hours of 9.10 a.m. and 4.15 p.m. and between the hours of 7.40 p.m. and 6.15 a.m. on week days, and at all hours on Sundays, and on legal holidays observed in the locality, the draws in each and every bridge hereafter named in this paragraph shall, upon the signal prescribed in paragraph 7 below being given, be opened promptly for the passage of any vessel or vessels or other craft not able to pass underneath it: *Provided*, That when the draw in any of the said bridges shall have been opened for ten (10) minutes or for such shorter period as may be necessary for the passage of vessels or other water craft desiring to pass, between the hours aforesaid, it shall be closed for the crossing of trains, cars, vehicles or individuals, if any be waiting to cross, and after being so closed for ten (10) minutes or for such shorter time as may be necessary for the said trains, cars, vehicles or individuals to cross, it shall be again opened promptly for the passage of vessels or other water craft if there be any such desiring to pass. Between the hours of 6.15 a.m. and 9.10 a.m. and between the hours of 4.15 p.m. and 7.40 p.m., the draws in the bridges hereafter named in this paragraph shall not be required to be opened on week days for the passage of any vessel, vessels or other water craft excepting that when the tide is high at Charlestown Navy Yard between 6.15 a.m. and 9.10 a.m., the drawbridges hereafter named in this paragraph shall be opened for a period between 6.15 a.m. and 9.10 a.m. not exceeding ten (10) minutes and within forty-five (45) minutes before or after said high tide for the passage of all vessels or other water craft when of a draft of twelve (12) feet or over, if there be any such desiring to pass; the exact time of opening within the prescribed limits of 45 minutes before and after said high tide to be prescribed by the railroad companies, due regard being had for causing minimum interference with railroad schedules, highway traffic, and the interests of navigation. The opening time of each bridge shall be so fixed as to permit continuous passage through the next and following bridges located in direction of course of vessel or other water craft.

Across Charles River — Charlestown Bridge, Warren Bridge, Boston & Maine (formerly Fitchburg) Railroad Bridge, for teams, Boston & Maine (formerly Fitchburg) Railroad Bridge, Boston & Maine Railroad Bridge, Boston & Maine (formerly Eastern) Railroad Bridge, Boston & Maine (formerly Lowell Passenger) Railroad Bridge, Boston & Maine (formerly Lowell Freight) Railroad Bridge, Craigie Temporary Bridge, Boston Elevated Railway Bridge and Charles River Dam Bridge.

Across Fort Point Channel — Dorchester Avenue Bridge, Atlantic Avenue (Cove Street) Bridge, New York, New Haven & Hartford Railroad Bridge, New York, New Haven & Hartford (Y connection) Railroad Bridge, Broadway Bridge, Dover Street Bridge and New York, New Haven & Hartford (South Bay Junction) Railroad Bridge.

4. The draw in Chelsea Bridge, North, shall, upon the signal prescribed in paragraph 7 below being given, be opened promptly at all hours for the passage of any vessel, vessels or other water craft whose draft is eighteen (18) feet or more; and any vessel, vessels or other water craft proceeding up stream that during any of the periods on week days from 7.05 a.m. to 7.15 a.m., 8.00

a.m. to 8.10 a.m., 5.20 p.m. to 5.30 p.m., and 6.20 p.m. to 6.30 p.m., shall have passed through Chelsea Bridge, North, or through any other bridge across Mystic River between Chelsea Bridge, North, and Boston & Maine (Western Division) Railroad Bridge, shall be passed promptly on signal through each and all of the bridges located up stream from Chelsea Bridge, North, the provisions of paragraph 2 of these rules and regulations to the contrary notwithstanding; and any vessel, vessels or other water craft proceeding down stream that during any of the aforesaid periods shall have passed through Boston & Maine (Western Division) Railroad Bridge or through any other bridge across Mystic River between Boston & Maine (Western Division) Railroad Bridge and Chelsea Bridge, North, shall be passed promptly on signal through each and all of the bridges located down stream from Boston & Maine (Western Division) Railroad Bridge, the provisions of paragraph 2 of these rules and regulations to the contrary notwithstanding.

5. The draws in Northern Avenue Bridge, Congress Street Bridge and Summer Street Bridge shall, upon the signal prescribed in paragraph 7 below being given, be opened promptly at all hours for the passage of any vessel, vessels or other water craft whose draft is eighteen (18) feet or more.

Any vessel, vessels or other water craft proceeding up stream through Northern Avenue Bridge shall be afforded continuous passage through Congress Street Bridge and Summer Street Bridge; and any vessel, vessels or other water craft proceeding down stream through Summer Street Bridge shall be afforded continuous passage through Congress Street Bridge and Northern Avenue Bridge, the provisions of paragraph 2 of these rules and regulations to the contrary notwithstanding.

GENERAL RULES.

6. The length of time that a draw has been open shall be computed from the time that the draw span begins to move in opening, and the length of time that a draw has been closed shall be computed from the time that the draw span ceases to move in closing.

7. When a vessel or other water craft intends to pass through the draw of one of the bridges covered by these rules and regulations, the master or pilot of the vessel or craft shall, on approaching within signalling distance, signify his intention to pass through the bridge by sounding with a whistle or horn the signal prescribed below, viz:

General Signals.

For Meridian Street Bridge: Two (2) long blasts followed immediately by two (2) short blasts and one (1) long blast.

For all other bridges: Two (2) long blasts, followed immediately by two (2) short blasts.

Special Signals.

For Chelsea Bridge, North, by vessels drawing eighteen (18) feet or more: Four (4) long blasts.

For Northern Avenue, Congress Street and Summer Street bridges, by vessels drawing eighteen (18) feet or more: Four (4) long blasts.

The signal given by a master or pilot shall be immediately answered from the bridge by three (3) long blasts of a whistle or horn unless under these rules and regulations a delay in opening the draw is permitted, and in case of such a delay the signal shall be immediately answered by two (2) long blasts. A long blast of a whistle or horn as herein provided shall continue for three (3) seconds and a short blast for one (1) second.

8. Upon hearing or perceiving the signals prescribed in paragraph 7, or upon verbal request from the master or pilot of any vessel or other water craft waiting at the bridge, the tender or operator of the draw of the bridge signalled shall at once open the draw for the prompt passage of any vessel or other water craft unless under these rules and regulations a delay in opening the draw is permitted: *Provided*, That the draw may not be opened if there is a train, car or other vehicle at the time passing over said draw, or if a train or car is approaching so closely that it cannot be safely stopped before reaching the draw, but the draw shall be opened as soon as it can be cleared, and no person, vehicle, car or train shall be permitted to begin to cross the draw after it has been signalled to open, excepting as herein provided.

9. Trains, cars, vehicles or persons shall not be stopped on any draw span for the purpose of delaying the opening of the draw, nor shall any vessel or other water craft be so handled or placed as to delay the opening or closing of any draw span, but all passage over, under or through a draw span shall be prompt so as to reduce delays to water and bridge traffic to a minimum. Upon notice from the Secretary of War so to do, the owner or owners of any bridge whose draw is held closed as authorized in paragraph 2 of these rules and regulations shall station and maintain at such bridge a tug to aid vessels and other water craft in passing expeditiously through the draw thereof.

10. The owner or owners of every bridge covered by these rules and regulations shall maintain in good and efficient order the draw span and the machinery and appliances for operating the same and for assisting vessels while passing through the draw. The said owner or owners shall also provide and maintain at the draw span such number of draw tenders or operators as may be necessary to open and close the same promptly; and they shall also provide and maintain in good order on the bridge piers or fenders such fixtures as may be necessary to vessels in mooring or making fast while waiting for the draw span to open.

11. These rules and regulations shall not apply to steam vessels owned or leased by the United States, nor shall they apply to vessels employed by the City of Boston or other municipality for police and fire protection. All such United States and municipal vessels shall be passed without delay through the draws of all bridges, at any hour of the day or night, upon signalling by four (4) long blasts of the whistle.

12. These rules and regulations shall take effect on May 12, 1910, and all regulations or parts of regulations in conflict therewith are hereby revoked to take effect on that date.

J. M. DICKINSON,
Secretary of War.

WAR DEPARTMENT, May 12, 1910.

PRINCIPAL WHARVES IN BOSTON.

| <i>Name of Wharf and Where Located</i> | <i>Used By</i> |
|---|--|
| American Coal Co., 376 Albany St. | American Coal Co. |
| Atlantic Works, Border St., E. Boston | Atlantic Works |
| Bail's, 1st St., So. Boston | Coal Barges |
| Batchelder Brothers, 30 Dorchester Ave., So. Boston | Coal Barges |
| Battery, 379 Commercial St. | Merchants & Miners Transportation Co. |
| Bay State Dredging Co., Nay St., E. Boston | Bay State Dredging Co. |
| Bay State, E. 1st St., So. Boston | Coal Barges |
| Boston, Ft. Pt. Channel | Boston Wharf Co. |
| Brook's, Harbor View, E. Boston | Brook's Ship Yard |
| Brown's, 334 Border St., E. Boston | Wendell F. Brown Co. |
| Carleton's, 119 Sumner St., E. Boston | Lyon, Dupuy & Co. |
| Central, 244 Atlantic Ave. | Boston & Gloucester Steamship Company, and Boston Fire Boats, Eastern S. S. Co. |
| Central Square, 184 Border St., E. Boston | P. S. Huckins Co. |
| Charles River Stores, 131 Beverly St., | Quincy Market Cold Storage & Warehouse Co. |
| Chelsea Ferry, Foot of Hanover St. | Chelsea Ferry Boats |
| City, 253 Medford St., Charlestown | City Street Department |
| Commercial Point, Mouth of Dorchester Bay | Boston Consolidated Gas Co. |
| Commercial, Atlantic Ave. | Plant Line & Cuban Steamers |
| Constitution, 409 Commercial St., | Merchants & Miners Transportation Co., to Philadelphia, Out Bound |
| Craft's, 266 Albany St. | Coal Barges |
| Curtis & Pope, 74 Albany St. | Curtis & Pope Lumber Co. |
| Cutter's, Commercial Point, Dorchester | Coal Barges |
| Downes', 416 Albany St. | Downes Lumber Co. |
| Eastern Avenue, 261 Commercial St. | City Penal Institution Boats |
| Eastern Dredging Co., 172 Condor St., E. Boston | Eastern Dredging Co. |
| Eastern Packet, 126 Atlantic Ave. | Fishing Vessels |
| Ellis, Meridian St., E. Boston | W. H. Ellis |
| Emery's, Chelsea | George D. Emery |
| Farquhar's, 60 Mt. Washington Ave. | John Farquhar's Sons |
| Finegan's, 462 E. 1st St., S. Boston | John C. Finegan |
| Fiske's, 453 Commercial St., | Merchants & Miners Transportation Co., from Philadelphia, In Bound |
| Ft. Hill, 446 Atlantic Ave. | City Sanitary Service |
| Foster's, 370 Atlantic Ave. | Eastern Steamship Co. |
| Frost's, 488 Neponset Ave., Neponset | Coal Barges |
| Furber's, 284 Albany St. | Joseph F. Paul Lumber Co. |
| George Street, George St., Charlestown | Boston Elevated Railway Co. |
| Gove's, 212 Border St., E. Boston | City Fuel Co. |
| Grand Junction, 107 Marginal St., E. Boston, | Cunard & Leyland Lines, and B. & A. R. R. |
| Hoosac Tunnel Docks, Water St., Charlestown | Scandinavian Am., Wilson's & Furness-Leyland, Warren, White Star and Red Star Lines |

India, 288 Atlantic Ave. Eastern Steamship Co.
 Johnson's, 412 Albany St. L. S. Johnson Co.
 Leighton's, 109 Sumner St., E. Boston E. D. Leighton Co.
 Lewis, 32 Atlantic Ave. Clyde Line and Ocean S. S. Co.
 Lincoln, 371 Commercial St. Boston Elevated Railway Co.
 Liverpool, 290 Congress St. C. H. Sprague & Son
 Long, 202 Atlantic Ave.,

United Fruit Co. and Dominion Atlantic Steamship Co.
 McDonald's, 337 Marginal St., E. Boston Fish Schooners
 McPhee's, 272 Border St., E. Boston Story & Wardwell
 McQueston's, 170 Border St., E. Boston Lumber Schooners
 Metropolitan Coal Co., 654 Sumner St., E. Boston,

84 So. Hampton St. and 256 A St., S. Boston Metropolitan Coal Co.
 Morse's, 185 Medford St., Charlestown E. S. Morse & Co.
 Murray & Tregurtha, 340 W. 1st St., S. Boston Murray & Tregurtha
 Mystic, Chelsea Bridge, Charlestown

Hamburg-Am., Wilson, Am. & Indian Clay,
 Holland-Am., Havana, and Allan Lines.

National Dock & Storage Warehouse Co, Lewis & Sumner Sts., E. Boston,
 Barber, Houston
 New York, New Haven & Hartford R. R., S. Boston ... N. Y., N. H. & H. R.R.
 Norcross, 486 Albany St., Wm. C. Norcross Co.
 North Ferry (Boston side), Termination of Battery St. City of Boston
 North Ferry (E. Boston side), Border St., E. Boston City of Boston
 North Yard, 521 Commercial St. City of Boston
 Otis, 408 Atlantic Ave.,

Boston, Nahant & Pines Steamboat Co., Salem Bay Line
 Palmer & Parker Co., 103 Medford St., Charlestown. Palmer & Parker Co.
 Plummer's, Jeffreys St., E. Boston Ambrose A. Martin, Ship Builder
 Pond's, W. 1st St., S. Boston Lumber Schooners
 Pope's, 320 Albany St. Joseph F. Paul Lumber Co.
 Porter's, 390 Albany St. Andrew F. Leatherbee Lumber Co.
 Richards, 331 Medford St., Charlestown A. M. Richards Lumber Co.
 Rowe's, 344 Atlantic Ave. Nantasket Beach Steamship Co.
 Sargent's, 295 Commercial St. Quincy Market Cold Storage & Warehouse Co.
 Simpson's Dry Dock, 273 Marginal St., E. Boston

Boats to go into dry dock or to be repaired

South Boston, O St., S. Boston Boston Elevated Railway Co.
 South Ferry (Boston side), Termination of Eastern Ave. City of Boston
 South Ferry (E. Boston side), Termination of Lewis St. City of Boston
 Smith's, 267 Marginal St., Chelsea Smith Piling and Teaming Co.
 Standard Oil Co., East Boston Standard Oil Co.
 Staples Coal Co., 242 Albany St., Cor. Sumner St. and

North Ave., E. Boston, 648 Summer St., S. Boston Staples Coal Co.
 Stetson's, 494 E. 1st St., So. Boston Stetson Coal Co.
 Stewart's, 65 Medford St., Charlestown James P. Stewart Coal Co.
 Suffolk Coal Co., 178 Border St., E. Boston Suffolk Coal Co.
 T. Wharf, 176 Atlantic Ave. Fish Trade
 Terminal, Terminal St. Terminal Wharf & Railroad Warehouse Co.

| | |
|--|----------------------------------|
| Tirrell, 500 E. 1st St., S. Boston..... | Stetson Coal Co. |
| Tudor, 1 Charles River Ave..... | Waldo Brothers |
| Union, 323 Commercial St..... | Eastern Steamship Co. |
| Union Fuel Co., 498 Albany St..... | Union Fuel Co. |
| Warren, 2 Dorchester Ave, S. Boston, 590 Albany St | F. C. Warren & Bradford Coal Co. |
| Wilkes-Barre, 161 Medford St., Charlestown.. | Lehigh & Wilkes-Barre Coal Co. |

**RULES REGULATING THE DELIVERY AND RECEIPT OF CARGOES
OF SOUTHERN PINE AND CYPRUS LUMBER AT THE PORT
OF BOSTON BETWEEN MEMBERS OF THE BOSTON
CHAMBER OF COMMERCE.**

Rule I.

Consignees of cargo shall have one full calendar day (Sundays and legal holidays excepted) after the vessel arrives and the captain or vessel's agent reports to them, in which to furnish the vessel with a berth where she can safely lie and discharge. In case consignee furnishes the vessel with a berth where she can safely lie and discharge, before the time above specified, all such time so saved (not less than one half day) shall be allowed the consignee and not count in the lay days.

Rule II.

Lay days allowed to consignee for receiving cargo shall be as follows, viz: One day to furnish berth for vessel as provided in Rule I, and one running day (Sundays and legal holidays excepted), for each 25,000 feet of lumber 1 inch and under in thickness, or each 30,000 feet of all other lumber and timber, excepting railroad ties, when entire cargo does not exceed 360,000 feet, or each 35,000 feet of all lumber and timber, excepting railroad ties and lumber $\frac{1}{2}$ -inch thick and under, when entire cargo is in excess of 360,000 feet. The first half of every Saturday, not a full legal holiday, together with the last half, or portion known as a half holiday, to count as a lay day. If vessel is ready to discharge cargo in questionable weather, consignee must receive same, but in case of failure of vessel through her fault to discharge the quantities per day as herein provided, consignees shall not be liable for demurrage, provided they have furnished berth or lighters as provided in Rule I.

After the days herein provided have expired, consignee shall pay demurrage for every running day until vessel finishes discharging.

Rule III.

Consignee shall be allowed lay days for receiving cargo as follows: After expiration of time as provided in Rule I, one running day (Sundays and legal holidays excepted) for every 50,000 feet board measure of ties, after which consignees shall pay demurrage as provided in Rule II.

Rule IV.

Kiln dried and dressed lumber not to be discharged in wet weather, and such wet days or parts thereof shall not count in the lay days.

Rule V.

All transactions pertaining to the lumber trade among members of the Boston Chamber of Commerce shall be governed by the above rules; but nothing therein contained shall be construed as interfering in any way with the rights of members to make any special contracts or conditions as they may desire.

HOW TO GET ON THE DOCKS UPON THE ARRIVAL OF A STEAMSHIP.

A person desiring to meet incoming passengers on the wharf of a steamer must secure a pass from the Surveyor of the port, which will admit within the Customs Line on the wharf.

RISE AND FALL OF TIDE AT THE PORT OF BOSTON.

The mean rise and fall of tide in Boston Harbor is 9.6' in the upper harbor and 9.5' at Boston Light. The highest recorded tide was that of 1851 of 15' to 15.1' above mean low water at Boston Navy Yard. The severe storm tide of December 26, 1909, was 14.98' above mean low water at the Navy Yard. The lowest tide recorded is 4.14' below mean low water, February 1, 1900.

SHIPBUILDERS AND REPAIRERS.

Atlantic Works, 80 Border Street, East Boston.
Bertelsen & Petersen Engineering Co., 256 Border Street, East Boston.
Brooks, S. W. K., 139 Coleridge Street.
Fore River Shipbuilding Co., Quincy.
Richard T. Greene Co., Chelsea.
Lockwood Manufacturing Co., 61 Summer Street.
McKie, William, 100 Border Street, East Boston.
Story & Wardwell, 272 Border Street, East Boston.

YACHT BUILDERS AND REPAIRERS.

Lawley, George & Son, Neponset.
Martin, Ambrose A., Jeffries Street, East Boston.
Murray & Tregurtha Co., 340 West First Street, South Boston.
Rood & Benner, 352 Maverick Street, East Boston.

DIRECTORS OF THE PORT OF BOSTON.

40 Central Street, 2d Floor.

Telephone, Haymarket 1446.

HUGH BANCROFT, *Chairman*.

Term expires July 1, 1915.

WILLIAM F. FITZGERALD.

Term expires July 1, 1914.

JOSEPH CONRY.

Term expires July 1, 1913.

FRANCIS T. BOWLES.

Term expires July 1, 1915.

WILLIAM S. McNARY, (*ex-officio*, *Chairman Harbor and Land Commission*.)

FRANK W. HODGSON, *Chief Engineer*.

The port of Boston is administered by the Directors of the Port of Boston, a State board established by Chapter 748 of the Acts of 1911. The Act gives to the Directors very large powers for the purpose of developing and maintaining the port.

Up to that time, the public supervision of the port lay in the hands of the State Harbor and Land Commission, whose consent it was necessary to obtain for the erection of any wharf or dock in any harbor in the State, but who had little powers of initiative. The Directors of the Port of Boston succeeded to all the powers of the Harbor and Land Commission in Boston Harbor, and, in addition, are given extensive power to provide and operate terminal facilities, including wharves, docks, warehouses and railroad connections, with the right to purchase or expropriate any property that may be necessary.

The Act which created the Port Directors requires them to prepare all necessary plans for the comprehensive development of the harbor, requires them to administer all terminal facilities which are under their control and to keep themselves informed as to the present and future requirements of steamships and shipping, and as to the best means which can be provided at the port of Boston for the accommodation of steamships, railroads, warehouse and industrial establishments.

NEW BOSTON DRY DOCK.

The Directors of the Port of Boston have voted to build a large dry dock and have appropriated \$3,000,000 for that purpose. A site has been selected at the eastern end of the State's flats at South Boston and plans are being prepared for the same. The new dock is planned to be large enough to dock a vessel one thousand feet long and one hundred twenty feet wide.

NEW PIER FOR THE HAMBURG-AMERICAN LINE.

A large pier at South Boston, known as Commonwealth Pier No. 5, is in the process of completion, a part of which is to be used by the Hamburg-American Line.

The pier is 1200 feet long, 400 feet wide, has 40 feet of water at mean low water in the berths along side, and the entire pier is being covered with a double-story shed, or, in fact, three double-story sheds which are practically continuous, except that the middle shed is separated longitudinally from the two side sheds by railroad tracks running the length of the pier.

With the completion of this pier, a viaduct leading from the second story of the pier to Summer Street is to be built for the purpose of separating passenger traffic from the railroad and heavy teaming traffic. A grain elevator is also to be constructed.

Half of the pier shed is under contract to be completed by May 1, 1913, the whole of the sheds by April 1, 1914. The Hamburg-American Line is assigned the use of one-half of the pier for five years with the right on their part to renew for five years longer. They have agreed to institute a direct service from Boston to Hamburg with some of their best boats, during the coming summer.

BOARD OF HARBOR AND LAND COMMISSIONERS.

131 State House, Boston.

Telephone, Haymarket 2700.

WILLIAM S. McNARY, *Chairman*. Term expires July 1, 1915.

GEORGE E. SMITH. Term expires July 1, 1913.

CHARLES C. PAINE. Term expires July 1, 1914.

The Board of Harbor and Land Commissioners have charge of the lands, rights in lands, flats, shores, and rights in tide waters belonging to the Commonwealth. It has the power of making surveys and improvements for the preservation of harbors and may repair damages occasioned by storms or other destructive agencies along the coast line or river banks of the Commonwealth, excepting such as are within the jurisdiction of the Directors of the Port of Boston. All the rights, powers and duties in respect to such lands, rights in lands, flats, shores, waters, and rights belonging to the Commonwealth in tide waters, and land under water, as constitute that part of Boston Harbor lying westerly and inside of a line drawn between Point Allerton on the south and the southerly end of Point Shirley on the north are vested in the Directors of the Port of Boston.

QUARANTINE DEPARTMENT.

100 Summer Street.

Telephone, **Main 6084.**

F. X. MAHONEY, M.D.

Chairman

P. H. MULLOWNEY, M.D.V.

Commissioner

Location of quarantine, Gallops Island, reached by the quarantine boat, the steamer "Vigilant."

Hours of quarantine, sunrise to sunset.

F. X. CRAWFORD, M.D.

Port Physician,

EDWARD M. LOONEY, M.D.

Assistant Port Physician,

The Quarantine Department is under the control of the Health Department of the city of Boston. The Board of Health makes regulations governing quarantine which are enforced by the Port Physician. The Port Physician, Assistant Port Physician, and all other employees on Gallops Island and on the boats necessary to carry into effect the rules, orders and regulations of the Board of Health, are appointed by this department. The instructions and orders of the national government regarding the quarantine are enforced by the Port Physician through this department. The latter has entire charge and supervision of the quarantine station at Gallops Island where he or his assistant is in attendance continually. On Gallops Island are located a dwelling house, two hospitals, dining hall, two buildings for the reception and care of immigrants, disinfecting plant, electric light plant, store house, etc. The quarantine steamer "Vigilant," 73½ tons burden, about 5 feet in length, 17 feet beams, 8 feet deep, was built in Boston in 1866 at a cost of \$18,000; rebuilt in 1912 at a cost of \$15,000. The steamer "Relief," which is an auxiliary quarantine boat was purchased in 1904, \$3800.

QUARANTINE REGULATIONS AT THE PORT OF BOSTON.

Any vessel arriving at this port, which has on board at the time of her arrival, or has had during her passage to this port, any sickness of a contagious, infectious or doubtful character which may be dangerous to the public health, or which has come from or has been in any port or place which has been epidemically infected with any contagious or infectious disease within the six months next preceding such arrival, or has on board any merchandise which has come by transshipment from any such infected port or place within the six

months next preceding, or has on board any immigrants (except from British America) shall be anchored at Quarantine.

Infected persons found on such vessels shall be removed to the hospital on Gallop's Island, and there detained until all power to infect others shall have ceased. Cargoes and personal baggage, which in the opinion of the Port Physician or the Board of Health may be infected, shall be removed to Gallop's Island and there disinfected, when such disinfection cannot be properly done on board the vessel or on lighters.

All immigrants on arrival at Quarantine, shall be subjected to examination, as regards their freedom from contagious or infectious disease and their protection from smallpox.

All persons under ten years of age who have not been successfully vaccinated, and all persons over ten years of age who have not recently been successfully vaccinated or revaccinated, shall be considered as unprotected from the effect of the contagion of smallpox, persons having had an attack of smallpox excepted.

All persons not so protected shall be vaccinated or subjected to a Quarantine of fifteen days' observation.

All old rags, paper stock, hair, feathers, hides, skins, wool and similar materials which are liable to convey disease germs must be accompanied by satisfactory certificates as to their place of collection and packing for shipment.

No article of clothing or bedding in use shall be thrown overboard from any vessel in Boston Harbor without the written consent of the Board of Health or the Quarantine Physician; nor shall any such article be removed from any vessel at her dock without such permission; all such articles which are to be destroyed shall be burned in the harbor under the supervision of the Quarantine Physician, in the furnaces of the steamers.

No vessel shall leave Quarantine, nor shall her cargo, or any part thereof, be discharged, nor any person be allowed to go on board or to leave her while in Quarantine, without the written permit of the Port Physician, who is hereby authorized and instructed to take such measures with regard to said vessel, cargo, and persons, as, in his judgment, the public health may require.

It is also hereby ordered, that during June, July, August, September, and October of each year, subject to such changes as circumstances may from time to time require, all vessels arriving in this harbor from the following ports shall be inspected at the Quarantine Station, viz.: All vessels from any port in Europe, from the Western Madeira, Canary, or Cape de Verde Islands; from the Mediterranean or Straits thereof, from the west coast of Africa, or around the Cape of Good Hope; from the West India, Bahama, or Bermuda Islands; from any American port south of Savannah, including Mexico, Central and South America; and vessels arriving from any place in the United States or British America, where they may have touched on their way from any foreign port or place above named.

No such vessel shall leave Quarantine or unload her cargo or any part thereof, nor shall any person go on board or leave the vessel while in Quarantine without the written permit of the Port Physician, who is hereby authorized and instructed to take any measures in regard to such vessels as in his judgment the public health may require.

The Port Physician is hereby authorized and instructed to demand and

receive the Quarantine fees which are hereby made and established by this Board and which are as follows:

For examination of vessels, five dollars.

For disinfecting vessels, from ten to fifty dollars.

For baths and disinfecting personal clothing and baggage, one dollar for each person.

For vaccination, twenty-five cents for each person.

For board of patients in hospital ten dollars a week.

Such fees to be by the Port Physician paid to the City Collector.

FERRIES IN OPERATION AT THE PORT OF BOSTON.

Boston Revere Beach & Lynn Railroad Ferry, 350 Atlantic Avenue to Marginal Street, East Boston.

Chelsea Ferry, foot of Hanover Street to foot of Winnisimmet Street, Chelsea.

East Boston, North Ferry, foot of Battery Street to foot of Border Street, East Boston. Owned by the city of Boston.

East Boston, South Ferry, foot of Eastern Avenue to foot of Lewis Street, East Boston. Owned by the city of Boston.

FERRIAGE RATES.

Boston Revere Beach & Lynn Railroad Ferry.

Single fares 3 cents.

Package tickets 2½ cents.

Chelsea Ferry.

Foot passengers, 3 cents.

One-horse vehicles, single ticket 15 cents; 8 tickets for \$1.00.

Two-horse vehicles, single ticket 25 cents; 5 tickets for \$1.00.

Three-horse vehicles, 25 cents.

Four-horse vehicles, 40 cents.

Lead animals, 8 cents.

Push carts, 5 cents.

Auto trucks, 20 cents.

Touring cars, 15 cents.

Auto runabouts, 10 cents.

*RATES OF TOLL ON THE EAST BOSTON NORTH AND SOUTH FERRIES AS ESTABLISHED JULY 1, 1887.

Foot passengers, each. \$0.01

* A proposed revision of the above ferry tolls is now before the City Council for approval.

Light Vehicles.

| | |
|--|--------|
| Pleasure carriages, drawn by | |
| One horse, with not more than two persons and driver | \$0.04 |
| Or package of twenty tickets for | .50 |
| Two horses, with not more than four persons and driver | .06 |
| Or package of twenty tickets for | 1.00 |
| Three horses, with not more than six persons and driver | .08 |
| Four horses, with not more than eight persons and driver | .10 |
| Every additional passenger, each | .01 |
| All light carriages, without horse | .02 |
| All heavy carriages, without horse | .04 |
| Funeral cars and processions pass free of tolls. | |

Teams.

| | |
|---|--------|
| Carts and wagons drawn by one horse, and weighing not more than | |
| 4000 pounds, exclusive of horse and vehicle | \$0.04 |
| Or package of sixteen tickets for | .50 |
| With two horses, and weighing not more than 8000 pounds | .08 |
| Or package of sixteen tickets for | 1.00 |
| With three horses, and weighing not more than 12,000 pounds | .10 |
| Or package of eighteen tickets for | 1.50 |
| With four horses, and weighing not more than 16,000 pounds | .13 |
| Or package of twenty tickets for | 2.00 |
| Each additional horse | .02 |
| A horse with rider or leader | .02 |
| A man with a handcart or wheelbarrow | .01 |
| Horses not belonging to teams, each | .01 |
| Baggage, other than hand baggage, not in a vehicle, per piece | .01 |

Automobiles of different classes are charged the corresponding rates for pleasure carriages and teams.

No vehicle, with load, whose total weight exceeds 16,000 pounds, will be allowed to cross the ferries.

Prohibited Articles.

The following articles being prohibited by law will not be transported over any of the ferries operated by the city of Boston: "No loose hay, loose cotton, or loose hemp, camphene, nitroglycerine, naphtha, benzine, benzole, coal oil, crude or refined petroleum, or other like explosive burning fluids or like dangerous articles, shall be carried as freight or used as stores on any steamer carrying passengers." (Section 4472, Revised Statutes of the United States.)

Exception. Refined petroleum which will not ignite at a temperature of less than 110 degrees Fahrenheit may be carried by permission of the United States Steamboat Inspectors in such place or places as they may designate, provided same is put up in such casks or vessels as will comply with the United States laws and regulations.

Automobiles.

"Nothing in the foregoing or following sections of this Act shall prohibit the transportation by steam vessels of gasoline or any of the products of

petroleum when carried by motor vehicles (commonly known as automobiles) using the same as a source of motive power: *Provided, however,* That all fire, if any, in such vehicles or automobiles be extinguished immediately after entering the said vessel, and that the same be not relighted until immediately before said vehicle shall leave the vessel: *Provided, further,* That any owner, master, agent, or other person having charge of passenger steam vessels shall have the right to refuse to transport automobile vehicles the tanks of which contain gasoline, naphtha, or other dangerous burning fluids." (Amendment to Section 4472, Revised Statutes of the United States.)

For safety, only a limited number of automobiles will be taken upon a ferryboat at one time, automobiles to be carried only between the midship section and the Boston end of each boat, except upon the steel ferryboat "John H. Sullivan."

Inflammable Material.

All hay, straw and other inflammable material carried on the open deck of any steamer carrying passengers shall be covered with a tarpaulin.

Restrictions.

The city reserves the right to refuse to carry any vehicle deemed dangerous to the safety or health of the public.

BOSTON FIRE DEPARTMENT MARINE DISTRICT.

Headquarters — Northern Avenue Bridge. Engine 44.

CAPT. WALTER S. EATON, *Acting District Chief.*

Telephone, Tremont 880.

The fire fighting force of Boston Harbor was organized on October 14, 1909, into a fire district known as the Marine District, which has three fire boats, engines numbers 31, 44 and 47.

Engine 31 is stationed at the North End Park, and has the Charlestown water front boxes and the bridges of the Charles River to respond to. Engine 44 is stationed at the Northern Avenue Bridge, and answers calls from Long Wharf through Fort Point Channel and the South Bay and around the South Boston water front to the L-Street Bridge. Engine 47 is stationed at East Boston South Ferry and responds to calls from Jeffries Point to the railroad bridge, Chelsea Creek, and also from the south side of the North Ferry to Commercial Wharf.

Besides the city proper, the islands of the harbor and the property of the Neponset River are covered by the fire boats.

Each boat has a crew of sixteen men, one captain, one lieutenant, four pilots, five engineers, and five hose men.

The harbor is also patrolled by the boats, Engine 31 doing duty Tuesday and Saturday; Engine 44, Monday and Thursday; and 47 on Friday.

They also respond to signals by steam whistles, which are three long and two short blasts given by the police boat or any steamer in the vicinity of the fire.

RAILROAD TERMINALS IN BOSTON.

(Passenger.)

South Station: Atlantic Avenue, junction of Summer and Federal Streets.

Terminal of New York, New Haven & Hartford Railroad and Boston & Albany Railroad. Trains west and south.

North Station: Causeway Street, foot of Haverhill, Canal, Friend and Portland Streets. Terminal of Boston & Maine Railroad, trains North and East.

Boston, Revere Beach & Lynn Railroad:

Terminal at East Boston, reached by ferry from Rowes' Wharf, 344 Atlantic Avenue.

BOSTON & ALBANY RAILROAD.

(*N. Y. C. & H. R. R. Co., Lessee.*)

All offices in Boston located at the South Station.

Telephone, Oxford 1029 (all offices).

Executive Department.

W. C. Brown, President, New York. J. H. Hustis, Vice-President, Room No. 332, Boston.

Financial Department.

Edward L. Rossiter, Treasurer, New York. George W. Porter, Assistant Treasurer, New York. L. Bender, Assistant Treasurer, New York. F. H. Ratcliffe, Cashier, Room No. 325, Boston. W. R. Holt, Paymaster, Room NO. 320, Boston.

Accounting Department.

W. A. Cormier, Auditor, Room No. 382, Boston. W. S. Trowbridge, Assistant Auditor, Room No. 382, Boston. W. J. Tuyck, Auditor of Freight Accounts, Room No. 397, Boston. M. R. Croke, Auditor of Passenger Accounts, Room No. 394, Boston.

Operating Department.

J. L. Truden, General Superintendent, Room No. 338, Boston. J. B. Hammill, Superintendent, Room No. 333, Boston. H. J. Curry, Superintendent, Springfield. L. A. Anthony, Superintendent Car Service, Springfield. S. H. Clark, Assistant Superintendent, Springfield.

Dining Car and Restaurant Service.

J. H. Marcy, Superintendent Dining Service, Exeter Yard, Telephone, B.B-1710 Boston.

Purchasing Department.

F. A. Ryer, Purchasing Agent, Room No. 237, Boston.

Mechanical Department.

R. D. Smith, Superintendent Motive Power and Rolling Stock, Room No. 322, Boston. F. A. Butler, Division Master Mechanic, Allston, Mass. J. B. Canfield, Division Master Mechanic, Springfield.

Legal and Real Estate Department.

Woodward Hudson, Counsel, Room No. 344, Boston. G. P. Furber, Assistant Counsel, Room No. 344, Boston. G. H. Fernald, Jr., Assistant Counsel, Room No. 344, Boston.

Engineering Department.

F. B. Freeman, Chief Engineer, Room No. 366, Boston. E. A. Haskell, Division Engineer, Room No. 369, Boston. W. B. Knight, Division Engineer, Springfield. W. F. Steffens, Engineer of Structures, Room No. 369, Boston.

Traffic Department.

H. M. Biscoe, Traffic Manager, Room No. 360, Boston. A. S. Hanson, General Passenger Agent, Room No. 357, Boston. R. Van Ummersen, General Freight Agent, Room No. 358, Boston. W. A. Barrows, Assistant General Freight Agent, Room No. 358, Boston. Carl Howe, Manager Fast Freight Lines, Chicago. A. H. Rowan, Manager of Mail Traffic, New York. L. H. Peters, Foreign Freight Agent, Chamber of Commerce Building, Boston. F. E. Pettengill, Freight Claim Agent, Room No. 369, Boston. H. A. Noble, Division Freight Agent, Springfield. James Gray, District Passenger Agent, 404 Main Street, Springfield. William Callanan, Division Freight Agent, 385 Main Street, Worcester. J. E. Sweeney, District Passenger Agent, 385 Main Street, Worcester. E. P. Gardiner, Commercial Agent, 49 Federal Street, Boston. C. E. Colony, City Passenger Agent, 298 Washington Street, Boston. J. A. McKay, Commercial Agent, New Haven. H. A. Davis, Commercial Agent, Providence, R. I. W. S. Randolph, General Agent, Passenger Department, Albany, N. Y. G. C. Woodruff, Commercial Agent, Albany, N. Y.

BOSTON & ALBANY RAILROAD. — LOCATION OF FREIGHT HOUSES.

Houses in Boston Proper.

Outward Houses. (For outward freight.)

House No. 2: For through freight. Located on Albany Street.

House No. 3: For local freight. Located on Albany Street.

Inward Houses. (For inward freight.)

House No. 1: Located on Kneeland Street.

House No. 4: Located on Kneeland Street.

East Boston.

(Freight House on Grand Junction Branch of B. & A. R. R. Located on Porter Street.)

One house. A receiving and delivering station.

Chelsea, Mass.

(Freight House on Grand Junction Branch of B. & A. R. R. Located at Elm and Maple Streets.)

One house. A receiving and delivering station.

East Cambridge, Mass.

(Freight House on Grand Junction Branch of B. & A. R. R. Located on Binney Street.)

One house. A receiving and delivering station.

BOSTON & MAINE RAILROAD SYSTEM.

General Offices and Locations.

Telephone, **Haymarket 3000.** (All offices at North Station.)

Telephone, **Oxford 965.** (All offices at South Station.)

Executive.

Lucius Tuttle, Chairman of the Board, Room 494 South Station, Boston. Charles S. Mellen, President, Room 492 South Station, Boston. T. E. Byrnes, Vice-President, Room 492 South Station, Boston. William F. Berry, Vice-President, Room 528 South Station, Boston. William J. Hobbs, Vice-President, Room 434 South Station, Boston. H. J. Horn, Vice-President, Room 497 South Station, Boston.

Financial and Accounting.

William J. Hobbs, Vice-President, Room 434 South Station, Boston. Herbert E. Fisher, Treasurer, Room 419 South Station, Boston. Stuart H. McIntosh, General Auditor, Room 434 South Station, Boston. William T. Rodden, Auditor of Disbursements, Room 440 South Station, Boston. William H. Young, Auditor of Passenger Receipts, Room 438 South Station, Boston. John F. Turner, Auditor Freight Receipts, second floor North Station (old Fitchburg Section), Boston. Fred A. Hottter, Car Accountant, Room 126 North Station, Boston. John J. Demeritt, Auditor of Agencies, Room 438 South Station, Boston. Howard F. Bidwell, Freight Claim Agent, Room 16 North Station, Boston. George L. Winlock, Assistant Freight Claim Agent, Room 16 North Station, Boston. Charles H. Nowell, Paymaster, Room 2 North Station, Boston.

Traffic.

William F. Berry, Vice-President, Room 528 South Station.

Passenger.

Charles M. Burt, General Passenger Agent, Room 538 South Station, Boston. Frank E. Brown, First Assistant General Passenger Agent, Room 538 South Station, Boston. George E. Sturtevant, Assistant General Passenger Agent, Room 538 South Station, Boston. F. A. McCormick, Assistant General Passenger Agent, Room 538 South Station, Boston. Albert C. Robinson, N. E. Passenger Agent, Court and Washington Streets, Boston. Walter L. Pratt, Western Passenger Agent, Troy, N. Y. William H. Shepherd, District Passenger Agent, Springfield. Frank D. Gourley, District Passenger Agent, Room 538 South Station, Boston. Herbert E. Hewey, District Passenger Agent, Room 538 South Station, Boston. Armand Lalonde, Canadian Freight and Passenger Agent, Montreal. Frank S. Davis, Chief of Tariff Bureau, Room 554 South Station, Boston. Ramsden & Co., European Passenger Agents, 21 and 23 Water Street, Liverpool, England. George E.

Byram, General Baggage Agent, Room 303 North Station, Boston. W. H. Seeley, Manager Industrial Bureau, Room 519 South Station, Boston.

Freight.

Amos S. Crane, Freight Traffic Manager, Room 527 South Station, Boston. George H. Eaton, General Freight Agent, Room 533 South Station, Boston. Abel E. Prescott, Assistant General Freight Agent, Room 533 South Station, Boston. Frank S. Davis, Chief of Tariff Bureau, Room 554 South Station, Boston. William T. La Moure, Foreign Freight Agent, 101 Chamber of Commerce Building, Boston. George E. Dudley, General Agent, 294 Washington Street, Boston. Emery W. Abbott, Division Freight Agent, Troy, N. Y. W. H. Seeley, Manager Industrial Bureau, Room 519 South Station, Boston.

Transportation.

H. J. Horn, Vice-President, Room 497 South Station, Boston. William F. Ray, General Superintendent, Room 3 North Station, Boston. George H. Folger, Assistant General Superintendent, Room 3 North Station, Boston. B. R. Polloc, General Manager, Room 3 North Station, Boston. Warren C. Kendall, Superintendent Car Service, Room 113 North Station, Boston. John F. Piper, Superintendent Terminal Division, Room 49 North Station, Boston. C. E. McMullin, Superintendent Portland Division, Room 59 North Station, Boston. Henry C. Robinson, Superintendent Southern Division, Room 71 North Station, Boston. J. D. Tyter, Superintendent Fitchburg Division, Room 85 North Station, Boston. William R. Mooney, Superintendent W. N. & P. Division, Nashua, N. H. George E. Cummings, Superintendent White Mountains Division, Woodsville, N. H. Harley E. Folsom, Superintendent Conn. & Pass'c Division, Londonville, Vt. Henry Bartlett, General Superintendent Mechanical Department, Room 306 North Station, Boston. Charles H. Wiggin, Superintendent Motive Power, Room 306 North Station, Boston.

Engineering.

A. B. Corthell, Chief Engineer, Room 13 North Station, Boston.

Purchasing and Supplies.

H. A. Fabian, Manager Purchases and Supplies, Room 489 South Station, Boston. B. S. Hinckley, Purchasing Agent, Room 142 North Station, Boston.

Real Estate, Right of Way and Taxes.

A. A. Maxwell, Commissioner, Room 567 South Station, Boston.

Law.

Edgar J. Rich, General Solicitor, Room 234 South Station, Boston. Charles S. Pierce, Assistant General Solicitor, Room 234 South Station, Boston.

BOSTON & MAINE RAILROAD FREIGHT HOUSES.

Location of Outward Freight Houses and Yards.

| <i>Houses</i> | <i>Entrance</i> | <i>Station</i> |
|---------------|--------------------------------|---------------------------|
| No. 1 | Brighton Street, Boston | Boston, Minot Street |
| 2 | Brighton Street, Boston | Boston, Minot Street |
| 3 | Brighton Street, Boston | Boston, Minot Street |
| 7 | Bridge Street, East Cambridge | Boston, Minot Street |
| 10 | Beverly Street, Boston | Boston, Warren Bridge |
| 15 | Front Street, Charlestown | Boston, Warren Bridge |
| 17 | Front Street, Charlestown | Boston, Rutherford Avenue |
| 31 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 33 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 34 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 35 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |

Shipments of lumber, other heavy material, etc., in carload lots for:

Fitchburg Division and connections received in Yard No. 13.

Southern Division and connections received in Yards Nos. 6, 7 and 10.

Portland Division and connections received in Yard No. 20.

Hay Houses located at Rutherford Avenue Station, Charlestown.

Produce House (No. 18) at Rutherford Avenue Station, Charlestown, entrance Front Street.

Fruit House (No. 12) located at Warren Bridge Station, entrance off Warren Avenue, Charlestown.

Location of Inward Freight Houses and Yards.

| <i>Houses</i> | <i>Entrance</i> | <i>Station</i> |
|---------------|--------------------------------|---------------------------|
| No. 4 | Brighton Street, Boston | Boston, Minot Street |
| 5 | Brighton Street, Boston | Boston, Minot Street |
| 6 | Brighton Street, Boston | Boston, Minot Street |
| 8 | Brighton Street, Boston | Boston, Minot Street |
| 9 | Beverly Street, Boston | Boston, Warren Bridge |
| 11 | Beverly Street, Boston | Boston, Warren Bridge |
| 12 | Beverly Street, Boston | Boston, Warren Bridge |
| 13 | Beverly Street, Boston | Boston, Warren Bridge |
| 14 | Beverly Street, Boston | Boston, Warren Bridge |
| 16 | Front Street, Charlestown | Boston, Warren Bridge |
| 18 | Front Street, Charlestown | Boston, Rutherford Avenue |
| 28 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 29 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 30 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |
| 32 | Rutherford Avenue, Charlestown | Boston, Rutherford Avenue |

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

General Offices.

All Offices in Boston, unless Otherwise Specified, are Located at the South Station.

Telephone, Oxford 965. (All offices at South Station.)

Telephone, Haymarket 3000. (All offices at North Station.)

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NEW YORK, NEW HAVEN & HARTFORD RAILROAD FREIGHT HOUSES.

Outward Houses: No. 1, Sleeper Street.

Nos. 5, 6, 7 and 8, Congress Street.

Inward Houses: No. 2, Sleeper Street.

No. 3, Sleeper Street and Northern Avenue.

Nos. 9, 10, 11 and 12, Fargo Street.

Freight is received and delivered 7 a.m. to 5 p.m. week days.

RAILROAD COMMISSIONERS OF MASSACHUSETTS. 20 Beacon Street, Boston.

FREDERICK J. MACLEOD, Cambridge, *Chairman.*

GEORGE W. BISHOP, Newtonville.

CLINTON WHITE, Melrose.

The Railroad Commission has general supervision over railroads, street railways, express companies and steamships cruising all the year around within the jurisdiction of the State. Its authority also extends to matters relating to public safety and convenience and to all matters relating to service and rates on complaint. The rights of the Board include the power to order for the safety and recommend for the convenience of the public in general.

Immigrant Fares from the port of Boston to principal cities, available only for steamship passengers en route from Europe and other foreign countries to destinations in the United States and Mexico.

(For rates to other points, see Joint Immigrant Tariff No. 14.)

| | <i>Time limit, days</i> | <i>Fare</i> | <i>Road out of Boston</i> |
|---------------------|-----------------------------|-------------|---------------------------|
| Albany, N. Y. | 2 | \$4.50 | Any road |
| Buffalo, N. Y. | 2 | 7.00 | Any road |
| Burlington, Vt. | 2 | 6.00 | B. & M. |
| Chicago, Ill. | 3 | 14.00 | Any road |
| Cincinnati, Ohio | 3 | 13.45 | Any road |
| Cleveland, Ohio | 3 | 10.05 | Any road |
| Detroit, Mich. | 3 | 11.00 | Any road |
| Kansas City, Mo. | 4 | 23.75 | Any road |
| Minneapolis, Minn. | 4 | 22.00 | Any road |
| Montpelier, Vt. | 2 | 5.65 | B. & M. |
| Montreal, Quebec | 2 | 6.00 | Any road |
| Rutland, Vt. | 2 | 4.50 | B. & M. |
| San Francisco, Cal. | 9 | 63.75 | Any road |
| Springfield, Mass. | 2 | 2.25 | B. & M. and B. & A. |
| St. Albans, Vt. | 2 | 6.00 | B. & M. |
| St. Louis, Mo. | 3 | 16.75 | Any road |
| St. Paul, Minn. | 4 | 22.00 | Any road |
| Toronto, Ontario | 2 | 9.55 | Any road |
| Worcester, Mass. | 2 | .99 | B. & M. and B. & A. |

DEMURRAGE RULES.

In Effect September 1, 1912.

A. G. Thomason, Commissioner, 294 Washington Street.

Rule 1.—Cars Subject to Rules.

Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these demurrage rules except as follows:

SECT. A. Cars loaded with live stock.

SECT. B. Empty cars placed for loading coal at mines or mine sidings, or coke at coke ovens.

SECT. C. Empty private cars stored on carrier's or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

NOTE. Private cars while in railroad service whether on carrier's or private tracks, are subject to these demurrage rules to the same extent as cars of railroad ownership.

(Empty private cars are in railroad service from the time they are placed by the carrier for loading or tendered for loading on the orders of a shipper.

Private cars under lading are in railroad service until the lading is removed and cars are regularly released. Cars which belong to an industry performing its own switching service are in railroad service from the time they are placed by the industry upon designated interchange tracks and thereby tendered to the carrier for movement. If such cars are subsequently returned empty they are out of service when withdrawn by the industry from the interchange; if returned under load, railroad service is not at an end until the lading is duly removed.)

Explanations.

Cars loaded with company material for use of and consigned to the railroad in whose possession the cars are held are not subject to demurrage.

Empty cars placed for loading with company material are subject to demurrage unless the loading is done by the railroad company for which the material is intended and on its tracks.

SECT. A. Empty cars placed for loading live stock by shippers are not exempt and should be reported.

Live poultry is not considered as live stock, and cars so loaded are subject to demurrage.

SECT. C. Empty private cars stored on tracks switched by carriers, taken for loading without order or requisition from shipper, and without formal assignment by carrier's agent, shall be recorded as placed for loading when actual loading is begun.

NOTE. Private cars belonging to an industry which does its own switching, placed upon an interchange track for forwarding and refused by the carrier's inspector, shall be released from demurrage if withdrawn by the industry from the interchange track within 24 hours after rejection.

Private cars are not in railroad service:

(a) When loaded and unloaded on the tracks of the owner and not moved over the tracks of a carrier;

(b) When placed by the carrier for loading on the tracks of the owner and refused by the inspector.

Rule 2.—Free Time Allowed.

SECT. A. Forty-eight hours (two days) free time will be allowed for loading or unloading on all commodities.

SECT. B. Twenty-four hours (one day) free time will be allowed:

1. When cars are held for switching orders.

NOTE. Cars held for switching orders are cars which are held by a carrier to be delivered to a consignee within switching limits and which when switched become subject to an additional charge for such switching movement.

If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the forty-eight hours of free time. If he wishes to exempt his cars from the imposition of demurrage he must either by general orders given to the carrier or by specific orders as to incoming freight notify the carrier of the track upon which he wishes his freight placed, in which event he will have the full 48 hours free time from the time when the placement is made upon the track designated.

2. When cars are held for reconsignment or reshipment in same car received.

NOTE. A reconsignment is a privilege permitted by tariff under which the original consignee has the right of diversion. In event of the presence of such a privilege in the tariff 24 hours free time is allowed for the exercise of that privilege by the consignee. A reshipment under this rule is the making of a new contract of shipment by which under a new rate the consignee forwards the same car to another destination.

3. When cars destined for delivery to or for forwarding by a connecting line are held for surrender of bill of lading or for payment of lawful freight charges.

4. When cars are held in transit and placed for inspection or grading. When cars loaded with grain or hay are so held subject to recognized official inspection and such inspection is made after 12 o'clock noon, 24 hours (one day) extra will be allowed for disposition.

5. When cars are stopped in transit to complete loading, to partly unload or to partly unload and partly reload (when such privilege of stopping in transit is allowed in the tariffs of the carriers).

6. On cars containing freight in bond for customs entry and Government inspection.

SECT. C. Cars containing freight for transshipment to vessel will be allowed such free time at the port as may be provided in the tariffs of the carriers.

Explanations.

SECT. A. When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other.

SECT. B. 1. Applies to cars held on carrier line for disposition. (See Section B 2.)

It also applies to cars held on the carrier line within a switching district consigned to a point on a switching line within such district which cannot be received on account of disability of the consignee. The carrier line must in all cases give notice in writing to the consignee of all cars so held. Time will be computed in accordance with Rule 3, Section B.

SECT. B. 2. Applies to cars held in transit for reconsignment or on order of consignor or consignee. (See Rules 3, Section B, and 4, Section B.) A change of consignee after arrival of car at destination is not a reconsignment under these rules unless a diversion provided by tariff is involved.

Rule 3.—Computing Time.

NOTE. In computing time, Sundays and legal holidays (National, State and Municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

SECT. A. On cars held for loading, time will be computed from the first 7 a.m. after placement on public-delivery tracks. See Rule 6 (Cars for loading).

SECT. B. On cars held for orders, time will be computed from the first 7 a.m. after the day on which notice of arrival is sent to the consignee.

SECT. C. On cars held for unloading, time will be computed from the first 7 a.m. after placement on public-delivery tracks, and after the day on which notice of arrival is sent to consignee.

SECT. D. On cars to be delivered on any other than public-delivery tracks, time will be computed from the first 7 a.m. after actual or constructive placement on such tracks. See Rule 4 (Notification) and Rules 5 and 6 (Constructive Placement).

NOTE. "Actual placement" is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee.

SECT. E. On cars to be delivered on interchange tracks of industrial plants performing their own switching service, time will be computed from the first 7 a.m. following actual or constructive placement on such interchange tracks until return thereto. See Rule 4 (Notification) and Rules 5 and 6 (Constructive placement). Cars returned loaded will not be recorded released until necessary billing instructions are given.

Explanations.

NOTE. The exemption of holidays does not include half holidays.

SECT. B. When orders for cars held for disposition or reconsignment are mailed, such orders will release cars at 7 a.m. of the date orders are received at the station where the freight is held, provided the orders are mailed prior to the date received, but orders mailed and received on the same date release cars the following 7 a.m.

Rule 4.—Notification.

SECT. A. Consignee shall be notified by carrier's agent in writing, or as otherwise agreed to by carrier and consignee, within 24 hours after arrival of cars and billing at destination, such notice to contain point of shipment, car initials and numbers, and the contents, and, if transferred in transit, the initials and number of the original car. In case car is not placed on public-delivery track within 24 hours after notice of arrival has been sent, a notice of placement shall be given to consignee.

SECT. B. When cars are ordered stopped in transit the party ordering the cars stopped shall be notified upon arrival of cars at point of stoppage.

SECT. C. Delivery of cars upon private or industrial interchange tracks, or written notice to consignee of readiness to so deliver, will constitute notification thereof to consignee.

SECT. D. In all cases where notice is required the removal of any part of the contents of a car by the consignee shall be considered notice thereof to the consignee.

Explanations.

When cars are for delivery to public-team tracks, and placement is delayed for more than 24 hours after notice of arrival is given, a notice of pl

ment must also be given to the consignee, and the free time for unloading computed according to the notice of placement.

Rule 5.—Placing Cars for Unloading.

SECT. A. When delivery of cars consigned or ordered to any other than public-delivery tracks or to industrial interchange tracks cannot be made on account of the act or neglect of the consignee, or the inability of the consignee to receive, delivery will be considered to have been made when the cars were tendered. The carrier's agent must give the consignee written notice of all cars he has been unable to deliver because of the condition of the private or interchange tracks, or because of other conditions attributable to consignee. This will be considered constructive placement. (See Rule 4, Notification.)

SECT. B. When delivery cannot be made on specially designated public-delivery tracks on account of such tracks being fully occupied, or from other cause beyond the control of the carrier, the carrier shall notify the consignee of its intention to make delivery at the nearest point available to the consignee, naming the point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery shall be made.

Rule 6.—Cars For Loading.

SECT. A. Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must give the consignor written notice of all cars which he has been unable to place because of condition of the private track or because of other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3, Section A, Computing Time.)

SECT. B. When empty cars, placed for loading on orders, are not used, demurrage will be charged from the first 7 a.m. after placing or tender until released, with no time allowance.

Rule 7.—Demurrage Charge.

After the expiration of the free time allowed, a charge of \$1 per car per day, or fraction of a day, will be made until car is released.

Explanations.

Charges accruing under these rules must be collected in the same manner and with the same regularity and promptness as other transportation charges.

Rule 8.—Claims.

No demurrage charges shall be collected under these rules for detention of cars through causes named below. Demurrage charges assessed or collected under such conditions shall be promptly canceled or refunded by the carrier.

Causes.

SECT. A. Weather interference.

1. When the condition of the weather during the prescribed free time is such as to make it impossible to employ men or teams in loading or unloading,

or impossible to place freight in cars, or to move it from cars, without serious injury to the freight, the free time shall be extended until a total of 48 hours free from such weather interference shall have been allowed.

2. When shipments are frozen while in transit so as to prevent unloading during the prescribed free time. This exemption shall not include shipments which are tendered to consignee in condition to unload. Under this rule consignees will be required to make diligent effort to unload such shipments.

3. When, because of high water or snowdrifts, it is impossible to get to cars for loading or unloading during the prescribed free time.

This rule shall not absolve a consignor or consignee from liability for demurrage if others similarly situated and under the same conditions are able to load or unload cars.

SECT. B. Bunching.

1. Cars for loading. When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for unloading or reconsigning. When, as the result of the act or neglect of any carrier, cars destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier line in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carrier's agent within 15 days.

SECT. C. Demand of overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

SECT. D. Delayed or improper notice by carrier. When notice has been given in substantial compliance with the requirements as specified in these rules, the consignee shall not thereafter have the right to call in question the sufficiency of such notice unless within 48 hours from 7 a.m. following the day on which notice is sent he shall serve upon the delivering carrier a full written statement of his objections to the sufficiency of such notice.

1. When claim is made that a mailed notice has been delayed the postmark thereon shall be accepted as indicating the date of the notice.

2. When a notice is mailed by carrier on Sunday, a legal holiday, or after 3 p.m. on other days (as evidenced by the postmark thereon) the consignee shall be allowed five hours additional free time, provided he shall mail or send to the carrier's agent, within the first 24 hours of free time, written advice that the notice had not been received until after the free time had begun to run; in case of failure on the part of consignee so to notify carrier's agent, no additional free time shall be allowed.

SECT. E. Railroad errors which prevent proper tender or delivery.

SECT. F. Delay by United States customs. Such additional free time shall be allowed as has been lost through such delay.

Rule 9.—Average Agreement.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by rule 7, on all cars held for loading or unloading by such shipper or receiver shall be computed on the basis of the average time of detention to all such cars released during each calendar month, such average detention to be computed as follows:

SECT. A. A credit of one day will be allowed for each car released within the first 24 hours of free time. A debit of one day will be charged for each 24 hours or fraction thereof that a car is detained beyond the first 48 hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than five days' credit be applied in cancellation of debits accruing on any one car, making a maximum of seven days that any car may be held free; this to include Sundays and holidays.

SECT. B. At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$1 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

SECT. C. A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under Section A, paragraphs 1 and 3, or Section B of Rule 8.

SECT. D. A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

Agreement.

To _____ *Railroad Company:*

In accordance with the terms of Rule 9 of the national car demurrage rules, reading as follows:

(Insert Rule 9 in agreement.)

I (or we) do expressly agree with the above-named railroad company that I (or we) will make prompt payment of all demurrage charges accruing in accordance with such rule during the continuance of this agreement on cars held for loading or unloading by me (or us) or on my (or our) account at _____ station of the above-named railroad company. This agreement is to take effect _____, 19—, and to continue until terminated by 30 days' written notice to the railroad company.

Approved and accepted by and on behalf of the above-named railroad company by _____.

SWITCHING CHARGES.

When goods arrive over one railroad for export at a terminal owned by another, or are imported at the terminal of one road for interior shipment over another, then, in either case, the railroad owning the terminal makes a charge to the other road for its service in switching the car to or from its terminal and for loading or unloading it.

For switching rates, see the Foreign Traffic Department of the Boston & Albany Railroad, Boston & Maine Railroad, and the New York, New Haven & Hartford Railroad.

WHARFAGE RATES AT BOSTON.

As adopted by the Boston & Maine, Boston & Albany, and New York, New Haven and Hartford Railroads.

Wharfage is charged on all freight to or from the steamers that is not transported by the railroad company owning the wharf.

Merchandise delivered over side of steamer to lighter or vessel, half wharfage will be charged.

Minimum charge of any single assignment ten cents.

For index to classification and wharfage rates, see "The Wharfage Rates at Boston" as published by A. T. Howard, 27 Beach Street, Boston.

FRONTIER PORTS FOR SHIPPING IN BOND FROM BOSTON TO CANADA.

Via B. & M R.R., N. Y., N. H. & H. R.R.

| <i>Route</i> | <i>Frontier Port of Entry</i> |
|--|-------------------------------|
| C. P. R. | Newport, Vt. |
| Maine Central — C. P. R. | Vanceboro, Me. |
| C. V. Ry. | St. Albans, Vt. |
| Rutland R. R. | Alburgh, Vt. |
| Connections via Niagara Frontier, all-rail or across lake. . | Niagara Falls, N. Y. |
| Connections via St. Paul and Winnipeg, or points routed via Winnipeg, and via Great Northern. | St. Vincent, Minn. |
| Via Northern Pacific. | Pembina, N. D. |
| Via Soo Line. | Noyes, Minn. |
| Via Canadian Northern. | Rainier, Minn. |
| Victoria and Vancouver, or points in that vicinity routed via these places, via Great Northern. | Blaine, Wash. |
| Via Northern Pacific. | Seattle, Wash. |

| <i>Destination.</i> | <i>Boston & Albany R.R. (N. Y., N. H. & H. R.R. Lessee.)</i> | <i>Amer. & Nat. Ex. Companies.</i> | <i>Wells Fargo Ex. Co.</i> |
|------------------------|--|--|--------------------------------|
| Acton, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Alma, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Altona, Man. | Newport, Vt. | Pembina, N. D. | St. Vincent, Minn. |
| Amherst, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Amherstburg, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Buffalo, N. Y. |
| Angus, Que. | Newport, Vt. | St. Albans, Vt. | St. Albans, Vt. |
| Antigonish, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Annapolis Royal, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |

| <i>Destination.</i> | <i>Boston & Albany R. R. (N. Y. C. & H. R. R. R. Lessee.)</i> | <i>Amer. & Nat. Ex. Companies.</i> | <i>Wells Fargo Ex. Co.</i> |
|----------------------|---|--|--------------------------------|
| Armstrong, B. C. | { Newport, Vt. Portal, N. D. } | Blaine, Wash. | |
| Arthur, Ont. | { Newport, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Ashcroft, B. C. | { Newport, Vt. Portal, N. D. } | Blaine, Wash. | Seattle, Wash. |
| Aurora, Ont. | { St. Albans, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Aylmer, Ont. | { St. Albans, Vt. Niagara Falls, N. Y. } | Buffalo, N. Y. | Buffalo, N. Y. |
| Baddeck, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Baden, Ont. | { St. Albans, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bankhead, Alta. | { Newport, Vt. Portal, N. D. } | Portal, N. D. | Portal, N. D. |
| Bamfield, B. C. | St. Albans, Vt. | Blaine, Wash. | Seattle, Wash. |
| Barrie, Ont. | { Newport, Vt. Portal, N. D. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bassano, Alta. | { Newport, Vt. Portal, N. D. } | Portal, N. D. | Portal, N. D. |
| Bathurst, Ont. | { Newport, Vt. St. Albans, Vt. } | Nyando, N. Y. | Nyando, N. Y. |
| Beamsville, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Beauharnois, Que. | { Newport, Vt. St. Albans, Vt. } | Malone, N. Y. | Malone, N. Y. |
| Beaupre, Que. | { Newport, Vt. St. Albans, Vt. } | Newport, Vt. | Newport, Vt. |
| Beauport, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Bedford, Que. | { St. Albans, Vt. Newport, Vt. } | Newport, Vt. | Newport, Vt. |
| Belleville, Ont. | { Newport, Vt. Pembina, N. D. } | Nyando, N. Y. | Niagara Falls, N. Y. |
| Bellevue, Man. | { Newport, Vt. Pembina, N. D. } | Pembina, N. D. | Pembina, N. D. |
| Boucherville, Que. | { Newport, Vt. St. Albans, Vt. } | Swanton, Vt. | Swanton, Vt. |
| Berlin, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Blenheim, Ont. | { Newport, Vt. St. Albans, Vt. } | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Bolton, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bracondale, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bracebridge, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Brampton, Ont. | { Newport, Vt. St. Vincent, Minn. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Brandon, Man. | { Newport, Vt. St. Albans, Vt. } | Pembina, N. D. | Pembina, N. D. |
| Brantford, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bridgeburg, Ont. | { Newport, Vt. St. Albans, Vt. } | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Bowmanville, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Bridgetown, N. S. | { Newport, Vt. St. Albans, Vt. } | Vanceboro, Me. | Vanceboro, Me. |
| Bright, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Brigus, N. F. | { Newport, Vt. St. Albans, Vt. } | Vanceboro, Me. | Vanceboro, Me. |
| Brigden, Ont. | { Newport, Vt. St. Albans, Vt. } | Buffalo, N. Y. | Buffalo, N. Y. |
| Brockville, Ont. | { Newport, Vt. St. Vincent, Minn. } | Nyando, N. Y. | Niagara Falls, N. Y. |
| Brownlee, Sask. | { Newport, Vt. St. Albans, Vt. } | Portal, N. D. | Portal, N. D. |
| Brussels, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Burford, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Calgary, Alta. | { Pembina, N. D. Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| Campbellford, Ont. | { Pembina, N. D. St. Albans, Vt. } | Nyando, N. Y. | Niagara Falls, N. Y. |
| Campbelltown, N. B. | { Pembina, N. D. Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| Cape Breton, N. S. | { Pembina, N. D. Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| Carleton Place, Ont. | { Pembina, N. D. Newport, Vt. } | Nyando, N. Y. | Nyando, N. Y. |

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| Carman, Man. | Pembina, N. D. Newport, Vt. St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Centerville, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Charlottetown, P. E. I. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Chatham, Ont. | Newport, Vt. St. Albans, Vt. Niagara Falls, N. Y. Blaine, Wash. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Chemainus, B. C. | Newport, Vt. Pembina, N. D. St. Vincent, Minn. | Blaine, Wash. | Seattle, Wash. |
| Chester, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Claresholm, Alta. | Newport, Vt. Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Clifford, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Clinton, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Cobalt, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Cobourg, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Colborne, Ont. | St. Albans, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Coleman, Alta. | Newport, Vt. Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Collingwood, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Colonsay, Sask. | Newport, Vt. Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Cookshire, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Coteau Jct. Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Copper Cliff, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Corbyville, Ont. | St. Albans, Vt. | Nyando, N. Y. | Nyando, N. Y. |
| Cornwall, Ont. | St. Albans, Vt. Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Cranbrook, B. C. | Newport, Vt. Portal, N. D. Niagara Falls, N. Y. Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Crystal City, Man. | Newport, Vt. Pembina, N. D. | Pembina, N. D. | Pembina, N. D. |
| Cumberland, B. C. | Newport, Vt. Pembina, N. D. | Blaine, Wash. | Seattle, Wash. |
| Cupar, Sask. | Newport, Vt. Pembina, N. D. St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Dalton, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Danville, Que. | St. Albans, Vt. | Newport, Vt. | Newport, Vt. |
| Dauphin, Man. | St. Vincent, Minn. Newport, Vt. Pembina, N. D. | Pembina, N. D. | Pembina, N. D. |
| Davenport, Ont. | St. Albans, Vt. Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Davidson, Sask. | Newport, Vt. St. Vincent, Minn. Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Davisville, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Dawson City, Yuk. | Seattle, Wash. | Blaine, Wash. | Seattle, Wash. |
| Didsbury, Alta. | Newport, Vt. St. Vincent, Minn. Pembina, N. D. Niagara Falls, N. Y. | Portal, N. D. | Portal, N. D. |
| Denman Island, B. C. | | Blaine, Wash. | Seattle, Wash. |
| Digby, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |

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| Dominion, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| Doon, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Dorchester, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Dorval, Que. | { St. Albans, Vt. Newport, Vt. } | Swanton, Vt. | Swanton, Vt. |
| Dover Court, Alta. | | Portal, N. D. | Portal, N. D. |
| Dubuc, Sask. | { St. Vincent, Minn. Niagara Falls, N. Y. Newport, Vt. Pembina, N. D. } | Portal, N. D. | Portal, N. D. |
| Dundalk, Ont. | { Newport, Vt. Niagara Falls, N. Y. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Dundas, Ont. | { St. Albans, Vt. Newport, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Dunrea, Man. | { St. Vincent, Minn. Pembina, N. D. } | Pembina, N. D. | Pembina, N. D. |
| Dunnville, Ont. | { St. Albans, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Durham, Ont. | { St. Albans, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| East Angus, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| East Broughton, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Edgington, Ont. | { St. Albans, Vt. Pembina, N. D. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Edmonton, Alta. | { St. Albans, Vt. Newport, Vt. St. Vincent, Minn. Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| Elkhorn, Man. | { Pembina, N. D. St. Vincent, Minn. } | Pembina, N. D. | Pembina, N. D. |
| Elora, Ont. | { St. Albans, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Enderby, B. C. | { Newport, Vt. Pembina, N. D. St. Vincent, Minn. } | Blaine, Wash. | Seattle, Wash. |
| Erin, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Esquimault, B. C. | Blaine, Wash. | Blaine, Wash. | Seattle, Wash. |
| Essex, Ont. | { Newport, Vt. Niagara Falls, N. Y. } | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Estevan, Sask. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| Ethelbert, Man. | Newport, Vt. | Pembina, N. D. | Pembina, N. D. |
| Exeter, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Exshaw, Alta. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| Fairbanks, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Fairville, N. B. | Vanceboro, Me. | Calais, Me. | Calais, Me. |
| Fenwick, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Fergus, Ont. | { St. Albans, Vt. Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Fernie, B. C. | { Newport, Vt. St. Vincent, Minn. Niagara Falls, N. Y. } | Portal, N. D. | Portal, N. D. |
| Fonthill, Ont. | { Newport, Vt. St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Fort Erie, Ont. | { Newport, Vt. Niagara Falls, N. Y. } | Buffalo, N. Y. | Buffalo, N. Y. |
| Fort Frances, Ont. | { Newport, Vt. St. Vincent, Minn. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |

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| Fort Saskatchewan, Alta. | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| Fort William, Ont. | { Portal, N. D. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Frank, Alta. | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| Fraser Mills, B. C. | { Pembina, N. D. } | | |
| Fredericton, N. B. | { Newport, Vt. } | Blaine, Wash. | Blaine, Wash. |
| Froude, Sask. | { St. Vincent, Minn. } | Vanceboro, Me. | Vanceboro, Me. |
| | { Pembina, N. D. } | Portal, N. D. | Portal, N. D. |
| | { St. Vincent, Minn. } | | |
| Fruitland, Ont. | | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Galt, Ont. | { Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | { St. Albans, Vt. } | | |
| Gananoque, Ont. | { Newport, Vt. } | Nyando, N. Y. | Niagara Falls, N. Y. |
| Georgetown, Ont. | { Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Gladstone, Man. | { Newport, Vt. } | Pembina, N. D. | Pembina, N. D. |
| Glencoe, Ont. | { St. Albans, Vt. } | | |
| Goderich, Ont. | { Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | { Niagara Falls, N. Y. } | | |
| Glace Bay, N. S. | { St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Granby, Que. | { Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| | { Newport, Vt. } | St. Albans, Vt. | St. Albans, Vt. |
| Grand Coulee, Sask. | { Pembina, N. D. } | | |
| | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| | { St. Vincent, Minn. } | | |
| Grand Ligne, Que. | { St. Albans, Vt. } | Swanton, Vt. | Swanton, Vt. |
| Grand Forks, B. C. | { Newport, Vt. } | Swanton, Vt. | Swanton, Vt. |
| | { St. Vincent, Minn. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Grand-mere, Que. | { Newport, Vt. } | | |
| Grand Valley, Ont. | { Newport, Vt. } | | |
| | { Pembina, N. D. } | Portal, N. D. | Portal, N. D. |
| | { St. Vincent, Minn. } | | |
| Granum, Alta. | { Pembina, N. D. } | | |
| | { St. Vincent, Minn. } | Portal, N. D. | Portal, N. D. |
| Greenwood, B. C. | { Newport, Vt. } | | |
| | { St. Vincent, Minn. } | Portal, N. D. | Portal, N. D. |
| Greenwoods, N. S. | { Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| Gretna, Man. | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| | { St. Vincent, Minn. } | | |
| Grimby, Ont. | { St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Guelph, Ont. | { St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | { Newport, Vt. } | | |
| Gull Lake, Sask. | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| | { St. Vincent, Minn. } | | |
| Haileyburg, Ont. | { Niagara Falls, N. Y. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Hailbrite, Sask. | { St. Vincent, Minn. } | Portal, N. D. | Portal, N. D. |
| Halcyon, Hot Springs, B.C. | { Newport, Vt. } | Portal, N. D. | Portal, N. D. |
| Halifax, N. S. | { Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| Hamilton, Ont. | { Niagara Falls, N. Y. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Hanover, Ont. | { Newport, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Harbor Grace, N. F. | { Vanceboro, Me. } | Vanceboro, Me. | Vanceboro, Me. |
| Headingley, Man. | { St. Vincent, Minn. } | Pembina, N. D. | Pembina, N. D. |
| | { Newport, Vt. } | | |
| Hedley, B. C. | { St. Vincent, Minn. } | Blaine, Wash. | Seattle, Wash. |

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| Hespeler, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Heward, Sask. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| High River, Alta. | St. Vincent, Minn. | | |
| Hillsburg, Ont. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Holland, Man. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Hopewell, N. S. | Pembina, N. D. | Pembina, N. D. | Pembina, N. D. |
| Hosmer, B. C. | Newport, Vt. | Vanceboro, Me. | Vanceboro, Me. |
| Hull, Que. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| Huntsville, Ont. | St. Vincent, Minn. | Swanton, Vt. | Swanton, Vt. |
| | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Iberville, Que. | St. Albans, Vt. | St. Albans, Vt. | St. Albans, Vt. |
| Ingersoll, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Insinger, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Joliette, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Jordan Station, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Kamloops, B. C. | St. Vincent, Minn. | | |
| Kaslo, B. C. | Blaine, Wash. | Blaine, Wash. | Seattle, Wash. |
| Kelowna, B. C. | Blaine, Wash. | Portal, N. D. | Portal, N. D. |
| Kenora, Ont. | St. Vincent, Minn. | Blaine, Wash. | Seattle, Wash. |
| Kentville, N. S. | Blaine, Wash. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Keremeos, B. C. | Newport, Vt. | Vanceboro, Me. | Vanceboro, Me. |
| Kincardine, Ont. | Vanceboro, Me. | Blaine, Wash. | Seattle, Wash. |
| Kingston, Ont. | St. Vincent, Minn. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | St. Albans, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Kronau, Sask. | St. Albans, Vt. | Portal, N. D. | Portal, N. D. |
| | Pembina, N. D. | | |
| | St Vincent, Minn. | | |
| La. Belle, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Lachine, Ont. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| Lacombe, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Ladysmith, B. C. | Pembina, N. D. | Blaine, Wash. | Seattle, Wash. |
| Lakefield, Ont. | St. Albans, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Langdon, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| LaTuque, Que. | Portal, N. D. | Swanton, Vt. | Swanton, Vt. |
| Leamington, Ont. | Newport, Vt. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Lethbridge, Alta. | Niagara Falls, N. Y. | Portal, N. D. | Portal, N. D. |
| | Pembina, N. D. | | |
| | Portal, N. D. | | |
| | Newport, Vt. | | |
| Levis, Que. | St. Albans, Vt. | Newport, Vt. | Newport, Vt. |
| | Newport, Vt. | | |
| Lindsay, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | Newport, Vt. | | |
| Listowell, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Longue Pointe, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Longueuil, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| London, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, Ont. |
| Louisburg, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| MacGregor, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Magog, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Marieville, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Markdale, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |

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| Marmora, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Martin, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Marysville, N. B. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Medicine Hat, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Merritton, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Miami, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Michel, B. C. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| | St. Vincent, Minn. | | |
| Midland, Ont. | Swanton, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Milltown, N. B. | Newport, Vt. | Calais, Me. | Calais, Me. |
| Mimico, Ont. | Vanceboro, Me. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Minnedosa, Man. | St. Albans, Vt. | Pembina, N. D. | Pembina, N. D. |
| Missanabie, Ont. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Mitchel, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Moncton, N. B. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Montreal, Que. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Moose Jaw, Sask. | Newport, Vt. | St. Albans, Vt. | St. Albans, Vt. |
| Morinville, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Mortlach, Sask. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Nanaimo, B. C. | Blaine, Wash. | Blaine, Wash. | Seattle, Wash. |
| Nanton, Alta. | Portal, N. D. | Portal, N. D. | Portal, N. D. |
| | Pembina, N. D. | | |
| Napanee, Ont. | Niagara Falls, N. Y. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Napawa, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Nelson, B. C. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Newcastle, N. B. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| New Denver, B. C. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| New Liskeard, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| New Market, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| New Westminster, B. C. | St. Vincent, Minn. | Blaine, Wash. | Seattle, Wash. |
| Niagara Falls, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Nipigon, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| North Battleford, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| North Bay, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Nutana, Sask. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Oakville, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | Newport, Vt. | | |
| Oil Spring, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Buffalo, N. Y. |
| Okanagan Landing, B. C. | Pembina, N. D. | Blaine, Wash. | Seattle, Wash. |
| Orangeville, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Orillia, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Oshawa, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Ottawa, Ont. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Outremont, Que. | Niagara Falls, N. Y. | Swanton, Vt. | Swanton, Vt. |
| Owen Sound, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | Niagara Falls, N. Y. | | |
| Palmerston, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Papineauville, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Paris, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Parkland, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Park Hill, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Faynton, Sask. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| Pembroke, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Penetang, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Pense, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Perth, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Peterboro, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |

| <i>Destination.</i> | <i>Boston & Albany R. R. (N. Y. C. & H. R. R. R. Co. Lessee.)</i> | <i>Amer. & Nat. Ex. Companies.</i> | <i>Wells Fargo Ex. Co.</i> |
|--------------------------|---|--|--------------------------------|
| Petrolia, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, |
| Phoenix, B. C. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Pictou, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Pictou, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Portage La Prairie, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Port Arthur, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Port Burwell, Ont. | Newport, Vt. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Port Colborne, | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Port Credit, Ont. | Newport, Vt. | Niagara Falls, Ont. | Niagara Falls, N. Y. |
| Port Dalhousie, Ont. | Niagara Falls, N. Y. | Niagara Falls, Ont. | Niagara Falls, N. Y. |
| Port Dover, Ont. | Swanton, Vt. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Port Elgin, Ont. | Swanton, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Port Hope, Ont. | Swanton, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Prescott, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Prince Albert, Sask. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Prince Rupert, B. C. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| | Pembina, N. D. | Blaine, Wash. | Seattle, Wash. |
| Quebec, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Rathwell, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Raymond, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Red Deer, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Redvers, Sask. | { Pembina, N. D. } | Portal, N. D. | Portal, N. D. |
| | { Portal, N. D. } | | |
| Regina, Sask. | { Pembina, N. D. } | Portal, N. D. | Portal, N. D. |
| | { Portal, N. D. } | | |
| Renfrew Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Revelstoke, B. C. | { St. Vincent, Minn. } | Portal, N. D. | Portal, N. D. |
| | { Blaine, Wash. } | | |
| Ridgetown, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Rimouski, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Rockwood, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Rodney, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Rosebank, Ont. | { St. Vincent, Minn. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | { St. Albans, Vt. } | | |
| Rosebank, Man. | Pembina, N. D. | Pembina, N. D. | Pembina, N. D. |
| Roseland, B. C. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Rosthern, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Russell, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Ruthven, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| St. Agnes, Que. | St. Albans, Vt. | Malone, N. Y. | Malone, N. Y. |
| St. Andrews, N. B. | Vanceboro, Me. | Calais, Me. | Calais, Me. |
| St. Anne de Bellevue | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| St. Anthony, N. B. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| St. Boniface, Man. | St. Vincent, Minn. | St. Vincent, Minn. | St. Vincent, Minn. |
| St. Catherine's, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| St. Claude, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| St. David's, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| St. Hilaire, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| St. Hyacinthe, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| St. Isidore, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| St. John, N. B. | Vanceboro, Me. | Calais, Me. | Calais, Me. |
| St. Johns, N. F. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| St. Johns, Que. | St. Albans, Vt. | St. Albans, Vt. | St. Albans, Vt. |
| St. Lambert, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| St. Malo, Que. | Beecher Falls, Vt. | Newport, Vt. | Newport, Vt. |
| St. Mary's, Ont. | { St. Albans, Vt. } | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | { Newport, Vt. } | | |
| St. Roche, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |

*Boston & Albany R. R.
(N. Y. C. & H. R. R. R.
Lessee.)*

*Amer. & Nat.
Ex. Companies.*

*Wells Fargo
Ex. Co.*

Destination.

| | | | |
|------------------------|----------------------|----------------------|----------------------|
| St. Romauld, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| St. Stephen, N. B. | Vanceboro, Me. | Calais, Me. | Calais, Me. |
| St. Thomas, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Salmon Arm, B. C. | Blaine, Wash. | Blaine, Wash. | Seattle, Wash. |
| Saltoasts, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Sandon, B. C. | Blaine, Wash. | Portal, N. D. | Portal, N. D. |
| Sandwich, Ont. | St. Vincent, Minn. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Sarnia, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Saskatoon, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Sault Ste. Marie, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Seaforth, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Sebringville, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Shawinigan Falls, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| Shelbourne, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Sherbrook, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Sifton, Man. | Newport, Vt. | Pembina, N. D. | Pembina, N. D. |
| Simcoe, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Smiths Falls, Ont. | Newport, Vt. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Somenos, B. C. | St. Vincent, Minn. | Blaine, Wash. | Seattle, Wash. |
| Somerset, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Sorel, Que. | Newport, Vt. | Swanton, Vt. | Swanton, Vt. |
| Standstead, Que. | Newport, Vt. | Newport, Vt. | Newport, Vt. |
| Star City, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Stayner, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Stellarton, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Stettler, Alta. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Stirling, Ont. | Pembina, N. D. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Stratford, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Strathmore, Alta. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Strathroy, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Strathcona, Alta. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Streetsville, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Stuartburn, Man. | St. Vincent, Minn. | St. Vincent, Minn. | St. Vincent, Minn. |
| Sturgeon Falls, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Sudbury, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Sydney, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Tavistock, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Tecumseh, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Thamesville, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Thedford, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Thetford Mines, Que. | Niagara Falls, N. Y. | Newport, Vt. | Newport, Vt. |
| Thorold, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Three Rivers, Que. | Niagara Falls, N. Y. | Newport, Vt. | Newport, Vt. |
| Tilbury, Ont. | Newport, Vt. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Tillsonburg, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Buffalo, N. Y. |
| Tofield, Alta. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| | St. Albans, Vt. | | |
| | St. Vincent, Minn. | | |
| | Niagara Falls, N. Y. | | |
| Toronto, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| | St. Albans, Vt. | | |
| | St. Vincent, Minn. | | |
| Touchwood, Sask. | Newport, Vt. | Portal, N. D. | Portal, N. D. |
| Trail, B. C. | St. Albans, Vt. | Portal, N. D. | Portal, N. D. |
| Trenton, Ont. | Vanceboro, Me. | Nyando, N. Y. | Niagara Falls, N. Y. |
| Truro, N. S. | Newport, Vt. | Vanceboro, Me. | Vanceboro, Me. |
| Tyndall, Man. | | St. Vincent, Minn. | St. Vincent, Minn. |

| <i>Destination.</i> | <i>Boston & Albany R. R. (N. Y. C. & H. R. R. R. Lessee.)</i> | <i>Amer. & Nat. Ex. Companies</i> | <i>Wells Fargo Ex. Co.</i> |
|---------------------|---|---|--------------------------------|
| Uxbridge, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Valleyfield, Que. | { St. Albans, Vt. Rouses Pt., N. Y. } | Malone, N. Y. | Malone, N. Y. |
| Vancouver, B. C. | { Seattle, Wash. Blaine, Wash. } | Blaine, Wash. | Seattle, Wash. |
| Vaudreuil, Que. | St. Albans, Vt. | Swanton, Vt. | Swanton, Vt. |
| Vegreville, Alta. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Vernon, B. C. | St. Vincent, Minn. | Blaine, Wash. | Seattle, Wash. |
| Victoria, B. C. | Blaine, Wash. | Blaine, Wash. | Seattle, Wash. |
| Victoria Mine, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Virden, Man. | St. Vincent, Minn. | Pembina, N. D. | Pembina, N. D. |
| Wadena, Sask. | St. Vincent, Minn. | Portal, N. D. | Portal, N. D. |
| Walkerton, Ont. | Newport, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Walkerville, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Wallaceburg, Ont. | Niagara Falls, N. Y. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Wauchope, Sask. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Warwick, Que. | St. Albans, Vt. | Newport, Vt. | Newport, Vt. |
| Waterloo, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Waterville, Que. | St. Albans, Vt. | Newport, Vt. | Newport, Vt. |
| Welland, Ont. | Niagara Falls, N. Y. | Buffalo, N. Y. | Niagara Falls, N. Y. |
| Wellington, B. C. | Pembina, N. D. | Blaine, Wash. | Seattle, Wash. |
| Westmount, Que. | Malone, N. Y. | Swanton, Vt. | Swanton, Vt. |
| Wetaskiwin, Alta. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Weyburn, Sask. | Pembina, N. D. | Portal, N. D. | Portal, N. D. |
| Whitemouth, Man. | St. Vincent, Minn. | St. Vincent, Minn. | St. Vincent, Minn. |
| Wharton, Ont. | St. Albans, Vt. | Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| Woodstock, N. B. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |
| Yarmouth, N. S. | Vanceboro, Me. | Vanceboro, Me. | Vanceboro, Me. |

RAILROAD COMPANIES AND OFFICES IN BOSTON.

Atchison, Topeka & Sante Fe Railway Co., 336 Washington Street.

Atlantic Coast Despatch, 310 Old South Building.

Atlantic Coast Line, 248 Washington Street.

Baltimore & Ohio, 256 Washington Street.

Boston & Providence R. R. Corporation, Treasurer's Office 424 South Station.

Burlington Route, 264 Washington Street.

Canadian Pacific Railway, 332 Washington Street.

Central of Georgia Railway Company, 316 Old South Building.

Central Railroad of New Jersey, 294 Washington Street.

Central Vermont Railway Company, 256 Washington Street.

Chesapeake & Ohio Railway, 262 Washington Street.

Chicago, Burlington & Quincy Railway Co., 264 Washington Street.

Chicago Great Western Railway, 208 Old South Building.

Chicago, Milwaukee & St. Paul Railroad, 260 Washington Street.

Chicago, Rock Island & Pacific Railway, 288 Washington Street.

Chicago, St. Paul, Minneapolis & Omaha, 300 Washington Street.

Chicago & Northwestern Railroad, 300 Washington Street.

Colorado & Southern Railroad Lines, 264 Washington Street.

Connecticut & Passumpsic River Railroad Co., 95 Milk Street.

Copper Range Railroad Co., 82 Devonshire Street.

Delaware Lackawanna & Western Railroad Co., 212 Old South Building.

Delaware & Hudson Railroad Co., 313 Old South Building.

Denver & Rio Grande Railroad Co., 738 Old South Building.

Erie Railroad Co., 210 Old South Building and 196 Washington Street.

Grand Trunk System, 256 Washington Street.

Great Northern Railway Co., 264 Washington Street.

Houston & Texas Central Railroad, 12 Milk Street.

Illinois Central Railroad Co., 306 Washington Street.

Intercolonial Railway of Canada, 427 Old South Building.

Lake Shore, 298 Washington Street.

Lehigh Valley Railroad Co., 294 Washington Street.

Missouri Pacific Railway Co., 317 Old South Building.

New York Central & Hudson River Railroad, 298 Washington Street, and
322 South Station.

New York, Chicago & St. Louis Railroad, 312 Old South Building.

Nickel Plate Railroad, 312 Old South Building.

Norfolk & Western Railroad, 309 Old South Building.
Northern Pacific Railroad Co., 207 Old South Building.

Oregon Short Line, 176 Washington Street.
Oregon Washington Railroad & Navigation Co., 176 Washington Street.

Penn. Railroad Co., 5 Bromfield Street.
Pere Marquette Railroad, 294 Washington Street.
Philadelphia & Reading Railway Co., 294 Washington Street.

Rome, Watertown & Ogden Line, 401 Old South Building.
Rutland Railroad, 248 Washington Street.
Rock Island Lines, 288 Washington Street.

St. Louis, Iron Mountain & Southern Railway Co., 294 Washington Street.
Seaboard Air Line, 256 Washington Street.
Soo Line, 540 Old South Building.
Southern Pacific Company, 12 Milk Street.
Southern Railway Co., 362 Washington Street.

Toledo, St. Louis & Western Railroad, 294 Washington Street.

Union Freight Railroad, 87 Atlantic Avenue.
Union Pacific Railroad Co., 176 Washington Street.

Virginia, Tennessee & Georgia Short Line, 309 Old South Building.

Wabash Railroad Company, 176 Washington Street.
West Shore Railroad, 298 Washington Street.
Western Pacific, 728 Old South Building.

ELECTRIC FREIGHT AND EXPRESS SERVICE IN BOSTON.

The following lines maintain a regular and frequent electric express and freight service from Boston.

Bay State Street Railway Company.

Boston & Worcester Street Railway Company.

Freight Terminal at Copp's Hill Wharf, 529 Commercial Street, Telephone, Richmond 2477.

Boston Express Terminal, 536 Harrison Avenue, Telephone, Tremont 361.

Express and Freight service is maintained over both lines.

1. *Electric Freight.*

Freight shipments must be delivered at the forwarding terminal by the party making the shipment (the consignor) and called for at the receiving terminal by the party to whom the shipment is consigned (the consignee).

The Street Railway Company acts as a carrier only from the forwarding terminal to the receiving terminal.

2. *Electric Express.*

Shipments are called for by the express wagons and delivered by them to the forwarding terminal, and on their arrival by cars at the destination terminal they are delivered by express wagons directly to the street to which they are consigned.

Terminal facilities in Boston are owned by the Boston Elevated Railway Company, and service is maintained over their tracks.

All rates for service can be obtained by calling upon either of the above terminals, or at any local terminal. All rates on Interstate business are on file with the Interstate Commerce Commission.

The following list of places are reached by electric freight and express from Boston:

| | | |
|--------------------|----------------------|-----------------------|
| Abington | Braintree | *Clyde, R. I. |
| *Anthony, R. I. | Bridgewater | Conimicut, R. I. |
| *Apponaug, R. I. | *Brimfield | *Cowesett, R. I. |
| *Ashland, R. I. | Brockton | *Cranston, R. I. |
| *Arkwright, R. I. | *Brookville | *Crompton, R. I. |
| *Attleboro | Bryantville | *Danielson, Ct. |
| *Attleboro Falls | *Buttonwoods, R. I. | *Dayville, Ct. |
| *Auburn, R. I. | *Buzzards Bay | Dighton |
| Avon | Campello | *Dodgeville |
| *Barneyville | *Centredale, R. I. | East Bridgewater |
| *Barrington, R. I. | *Centreville, R. I. | *East Brimfield |
| *Bellefonte, R. I. | Chestnut Hills | Eastondale |
| *Beulah | *Chicopee Falls | *E. Greenwich, R. I. |
| *Bondsville | *Chipiwanoxet, R. I. | *E. Killingly, Ct. |
| *Bourne | *Clayville, R. I. | *E. Providence, R. I. |

*Freight service only.

Bay State Street Railway and Connecting Companies



For rates and information inquire at

FREIGHT TERMINAL

Copps Hill Wharf, 529 Commercial Street

Telephone Richmond 2477

EXPRESS TERMINAL

536 Harrison Avenue

Telephone Tremont 361

*E. Wareham
 *Esmond, R. I.
 Fall River
 *Fairhaven
 Fayville
 *Feeding Hills
 *Fiskdale
 *Fiskville, R. I.
 *Foster Center, R. I.
 Framingham Center
 Framingham Junction
 *Franklin
 *Freetown
 *Greenwood, R. I.
 *Greystone, R. I.
 *Hamilton, R. I.
 Hanson
 *Harris, R. I.
 *Hebronville
 *Hills Grove, R. I.
 Holbrook
 *Hope, R. I.
 Hough's Neck
 *Howard, R. I.
 *Hoxsie, R. I.
 Hudson
 *Hughesdale, R. I.
 *Huntington
 *Indian Orchard
 *Island Park, R. I.
 Kingston
 *Knightsville, R. I.
 *Lakewood, R. I.
 Lakeville
 *Lincoln Park
 *Lippit, R. I.
 *Long Meadow, R. I.
 *Lymansville, R. I.
 *Manton, R. I.
 *Marion
 Marlboro
 *Mattapoisett
 *Middleboro
 *Middletown, R. I.
 *Mittineague
 *Monson
 Montello
 *Narragansett Pier, R. I.
 *Natick, R. I.

Natick, Mass.
 Neponset
 New Bedford
 Newport, R. I.
 Newton Center
 Newton Highlands
 Newton Lower Falls
 Newton Upper Falls
 Norfolk Downs
 North Abington
 *North Attleboro
 Northboro
 North Dighton
 North Hanson
 North Middleboro
 North Natick
 North Raynham
 *North Scituate, R. I.
 *North Tiverton, R. I.
 *North Westport
 North Wilbraham
 *Norwood, R. I.
 *Oakland Beach, R. I.
 *Olneyville, R. I.
 *Onset
 *Palmer
 *Pawtucket, R. I.
 *Peacedale, R. I.
 *Phillipsdale, R. I.
 *Phoenix, R. I.
 *Plainville
 Plymouth
 *Pontiac, R. I.
 *Portsmouth, R. I.
 Providence, R. I.
 *Putnam, Ct.
 *Quidnick, R. I.
 Quincy
 Quincy Point
 Randolph
 Raynham Center
 Rehoboth
 *Riverside, R. I.
 *River Point, R. I.
 *Riverview, R. I.
 Rockland
 *Rockland, R. I.
 *Rumford, R. I.
 *Russell

*Saunderstown, R. I.
 *Saxtonville
 Seaside
 Scotland
 Seekonk
 *Shawomet Beach, R. I.
 Shrewsbury
 *Smith Mills
 Somerset
 *Springfield
 South Braintree
 *Southboro
 Southbridge
 South Easton
 South Framingham
 South Hanson
 *South Portsmouth, R. I.
 *South Scituate, R. I.
 *Swansea Centre
 *Taunton
 *Thornton, R. I.
 *Thornbike
 *Three Rivers
 Tiverton, R. I.
 *Unionville
 Waban
 *Wakefield, R. I.
 *Wampum
 *Ware
 *Wareham
 *Warwick, R. I.
 *Washington, R. I.
 Wellesley Center
 Wellesley Hills
 Westboro
 *West Barrington, R. I.
 West Bridgewater
 West Dighton
 *Westfield
 *Westport Factory
 West Quincy
 White's Corner
 Whitman
 *Wickford, R. I.
 Wollaston
 Worcester
 *Woronoco
 *Wrentham

*Freight Service only.

GENERAL INFORMATION.

LEGAL HOLIDAYS IN MASSACHUSETTS.

Washington's Birthday, February 22.
Patriots' Day, April 19.
Memorial Day, May 30.
Independence Day, July 4.
Labor Day, first Monday in September.
Columbus Day, October 12.
Thanksgiving.
Christmas.

When the 22d of February, the 19th of April, the 30th of May, the 4th of July, the 12th of October or Christmas occurs on Sunday, the following day shall be a holiday.

LIST OF FOREIGN FREIGHT EXPRESSES AND EXPRESS AGENCIES AT THE PORT OF BOSTON.

Adams Express Company, 108 Arch Street.
American Express Company, 43 Franklin Street.
D. C. Andrews & Co., 134 State Street.
Baldwin's American European Express Company, 110 State Street.
John A. Conkey & Co., 134 State Street.
Davies, Turner & Co., 104 High Street.
T. D. Downing & Co., 131 State Street.
A. C. Lombard Sons, 110 State Street.
Pitt & Scott, Ltd., 15 India Street.
A. H. Post & Co., 110 State Street.
W. N. Proctor & Co., 15 India Street.
F. L. Roberts & Co., 156 State Street.
Stone & Downer Co., 131 State Street.
Wells, Fargo & Co., 67 Franklin Street.

EXPRESSES IN BOSTON.

For a list of expresses to and from Boston, see express list of the A.B.C. Pathfinder & Dial issued quarterly by the New England Railway Publishing Company, 67 Federal Street, Boston.

FOREIGN CONSULS AT THE PORT OF BOSTON AND THE COUNTRIES WHICH THEY REPRESENT.

Argentina, William McKissock, 92 State Street.
 Austria-Hungary, 70 State Street (Oscar Kunhardt).
 Belgium, E. S. Mansfield, 42 Court Street.
 Bolivia, Arthur P. Cushing, 43 Tremont Street.
 Brazil, Jaime M. d'Almeida, 382 Hanover Street.
 Chile, Horace N. Fisher, P. O. Box 1537 and 256 Walnut Street, Brookline.
 China, Stephen W. Nickerson, 11 Woodside Park, Winthrop.
 Columbia, Jorge Vargas, 1120 Boylston Street. Francis R. Hart, 17
 Court (vice).
 Costa Rica, Max Otto Von Klock, 143 Federal Street.
 Cuba, J. Monzon, 131 State Street, Room 623.
 Denmark, Gustaf Lundberg, 821 Board of Trade Building.
 Dominican Republic, Joseph Henry Emslie, 144 Dudley Street.
 Ecuador, Gustavo Preston, 37 Central Street.
 France, J. C. Joseph Flamand, 10 Post Office Square.
 Germany, W. T. Reincke, 70 State Street.
 Great Britain, Frederick P. Leay, John E. Bell (first vice), John B.
 Masson (second vice), 247 Atlantic Avenue.
 Greece, Demosthenes T. Timayenis, Long Wharf.
 Guatemala, A. C. Garcia, 31 State Street, Room 800.
 Haiti, B. Preston Clark, 55 Kilby.
 Italy, Gaetano, Emilio Poccadi, 15 Exchange Street.
 Japan, Erwin H. Walcott, 101 Milk Street, Room 302.
 Mexico, Arthur P. Cushing (vice), 43 Tremont Street.
 Netherlands, Charles C. Dasey, 8 Broad Street.
 Nicaragua, Charles Hall Adams, 222 State Street.
 Norway, P. Justin Paasche, 161 Milk Street.
 Panama, Arthur P. Cushing, 43 Tremont Street, Room 501.
 Paraguay, Harold A. Meyer, 70 State Street.
 Peru, E. C. Andres, 127 Federal Street, Room 36.
 Portugal, Jorge S. Duarte, F. G. Seruya (vice), 144 State Street.
 Russia, Joseph A. Conry, 1 Beacon Street, Room 62.
 Salvador, George A. Lewis, 60 Devonshire Street,
 Spain, Pedor Mackay d'Almeida, 382 Hanover Street.
 Sweden, Birger G. A. Rosentwist, 26 India Square.
 Turkey, Avram Farhi, 141 Milk, Street, Room 718, Vahid Fikry, Chan-
 cellor.
 Uruguay, Max Otto von Klock, 143 Federal Street.
 Venezuela, Dr. William B. Mackie, 675 Tremont Street.

UNITED STATES CONSULS AT FOREIGN PORTS.

In the following list places in roman type are principal offices — consulates-general and consulates. Places in *italics* are consular agencies, the agents being subordinate to and under the direction of the principal consular officers.

Mail to all consular officers should be addressed in the following manner:

The American Consul
at (City),
(Country).

Abyssinia.—(See under Africa.)

Africa.

| | |
|--|---|
| Adis Ababa, Abyssinia, Africa | Johannesburg, Transvaal, South Africa |
| Alexandria, Egypt, Africa | Lourenco Marques, East Africa |
| Algiers, Algeria, Africa | <i>Mogador, Morocco, Africa</i> |
| <i>Assiout, Egypt, Africa</i> | Monrovia, Liberia, Africa |
| <i>Bloemfontein, Orange River Colony, South Africa</i> | <i>Oran, Algeria, Africa</i> |
| Boma, Kongo, Africa | Port Elizabeth, Cape of Good Hope, South Africa |
| Cairo, Egypt, Africa | <i>Port Said, Egypt, Africa</i> |
| Cape Town, Cape of Good Hope, South Africa | Sierra Leone, West Africa |
| <i>Casa Blanca, Morocco, Africa</i> | <i>Suez, Egypt, Africa</i> |
| Durban, Natal, South Africa | Tangier, Morocco, Africa |
| <i>East London, Cape of Good Hope, South Africa</i> | Tripoli-in-Barbary, North Africa |
| | Zanzibar, Zanzibar, Africa |

Algeria.—(See under Africa.)

Arabia.—Asia.)

Aden, Arabia

Argentina.—(South America.)

| | |
|-------------------------|---------------------|
| Buenos Aires, Argentina | Santa Fé, Argentina |
| Rosario, Argentina | |

Australia.—(Pacific and Indian Oceans.)

| | |
|---------------------------------|--|
| Adelaide, Australia | Newcastle, New South Wales, Australia |
| Brisbane, Queensland, Australia | |
| Fremanile, Australia | Sydney, New South Wales, Australia |
| Melbourne, Australia | <i>Townsville, Queensland, Australia</i> |

Austria.—(Europe.)

| | |
|-------------------|----------------------|
| Carlsbad, Austria | Reichenberg, Austria |
| Prague, Austria | Trieste, Austria |
| | Vienna, Austria |

Azores.—(Islands, North Atlantic Ocean.)

| | | |
|---------------|-----------------------|------------------|
| Fayal, Azores | St. Michael's, Azores | Terceira, Azores |
|---------------|-----------------------|------------------|

Belgium.—(Europe.)

| | | | |
|------------------|-------------------|----------------|----------------|
| Antwerp, Belgium | Brussels, Belgium | Ghent, Belgium | Liege, Belgium |
|------------------|-------------------|----------------|----------------|

Bermuda Islands.

Hamilton, Bermuda Islands *St. George, Bermuda Islands*

Borneo.—(Malaysia.)

Sandakan, British North Borneo

Brazil.—(South America.)

| | | |
|-------------------|------------------|------------------------|
| Bahia, Brazil | Manaos, Brazil | Pernambuco, Brazil |
| Ceara, Brazil | Maranhão, Brazil | Rio de Janeiro, Brazil |
| Maceio, Brazil | Para, Brazil | Santos, Brazil |
| São Paulo, Brazil | Victoria, Brazil | |

Bulgaria.

Sofia, Bulgaria

Canada.—(North America.)

| | |
|---|--|
| Annapolis Royal, Nova Scotia, Canada | Fort Erie, Ontario, Canada |
| Arnprior, Ontario, Canada | Fort William, Ontario, Canada |
| Bebbe Junction, Quebec, Canada | Fredericton, New Brunswick, Canada |
| Bridgewater, Nova Scotia, Canada | Galt, Ontario, Canada |
| Cabano, Quebec, Canada | Halifax, Nova Scotia, Canada |
| Calgary, Alberta, Canada | Hamilton, Ontario, Canada |
| Campbellton, New Brunswick, Canada | Hemmingford, Quebec, Canada |
| Canso, Nova Scotia, Canada | Kenora, Ontario, Canada |
| Charlottetown, Prince Edward Island, Canada | Kingston, Ontario, Canada |
| Cookshire, Quebec, Canada | Lethbridge, Alberta, Canada |
| Cornwall, Ontario, Canada | Liverpool, Nova Scotia, Canada |
| Cumberland, British Columbia, Canada | Louisburg, Nova Scotia, Canada |
| Dawson, Yukon Territory, Canada | Lunenburg, Nova Scotia, Canada |
| Digby, Nova Scotia, Canada | Megantic, Quebec, Canada |
| Edmundston, New Brunswick, Canada | Midland, Ontario, Canada |
| Fernie, British Columbia, Canada | Moncton, New Brunswick, Canada |
| Nanaimo, British Columbia, Canada | Montreal, Quebec, Canada |
| Nelson, British Columbia, Canada | St. Stephen, New Brunswick, Canada |
| Newcastle, New Brunswick, Canada | Sarnia, Ontario, Canada |
| Niagara Falls, Ontario, Canada | Sault Ste. Marie, Ontario, Canada |
| North Bay, Ontario, Canada | Sherbrooke, Quebec, Canada |
| Orillia, Ontario, Canada | Sudbury, Ontario, Canada |
| Ottawa, Ontario, Canada | Summerside, Prince Edward Island, Canada |
| Owen Sound, Ontario, Canada | Sydney, Nova Scotia, Canada |
| Parry Sound, Ontario, Canada | Toronto, Ontario, Canada |
| Paspebiac, Quebec, Canada | Trenton, Ontario, Canada |
| Peterborough, Ontario, Canada | Vancouver, British Columbia, Canada |
| Port Hawkesbury, N. S., Canada | Victoria, British Columbia, Canada |
| Prescott, Ontario, Canada | Victoriaville, Quebec, Canada |
| Quebec, Quebec, Canada | Waterloo, Quebec, Canada |
| Rimouski, Quebec, Canada | White Horse, Yukon Territory, Canada |
| St. John, New Brunswick, Canada | Windsor, Ontario, Canada |
| St. John's, Newfoundland | Winnipeg, Manitoba, Canada |
| St. John's, Quebec, Canada | |
| Yarmouth, Nova Scotia, Canada | |

- Canary Islands.**—(*North Atlantic Ocean.*)
Grand Canary, Canary Islands *Teneriffe, Canary Islands*
- Cape of Good Hope.**—(*See under Africa.*)
- Cape Verde Islands.**—(*Atlantic Ocean.*)
St. Vincent, Cape Verde Islands
- Celebes.**—(*Malaysia.*)
Macassar, Celebes
- Ceylon.**—(*Indian Ocean.*)
Colombo, Ceylon
- Chile.**—(*South America.*)
Antofagasta, Chile *Iquique, Chile*
Arica, Chile *Punta Arenas, Chile*
Caldera, Chile *Talcahuano, Chile*
Coquimbo, Chile *Valparaiso, Chile*
- China.**—(*Asia.*)
Amoy, China *Hongkong, China*
Antung, Manchuria, China *Mukden, Manchuria, China*
Canton, China *Nanking, China*
Chefoo, China *Newchwang, Manchuria, China*
Chungking, China *Shanghai, China*
Dalny, Manchuria, China *Swatow, China*
Foochow, China *Tientsin, China*
Hankow, China *Tsinan, China*
Harbin, Manchuria, China *Tsingtau, China*
- Chosen.**—(*Asia.*)
Seoul, Chosen
- Cochin China.**—(*Asia.*)
Saigon, Cochin China
- Colombia.**—(*South America.*)
Barranquilla, Columbia *Cartagena, Columbia*
Cali, Columbia *Medellin, Columbia*
Santa Marta, Columbia
- Costa Rica.**—(*Central America.*)
Port Limon, Costa Rica *Puntarenas, Costa Rica* *San Jose, Costa Rica*
- Cuba.**—(*West Indies.*)
Antilla, Cuba *Manzanillo, Cuba*
Baracoa, Cuba *Matanzas, Cuba*
Caibarien, Cuba *Nueva Gerona, Isle of Pines, Cuba*
Cardenas, Cuba *Nuevitas, Cuba*
Cienfuegos, Cuba *Sagua la Grande, Cuba*
Habana, Cuba *Santiago de Cuba, Cuba*

Denmark.—(*Europe.*)

Copenhagen, Denmark

Dominican Republic.—(*West Indies.*)

Azua, Dominican Republic

Marcoris, Dominican Republic

Monte Christi, Dominican Republic

Santo Domingo, Dominican Republic

Puerto Plata, Dominican Republic

Samana, Dominican Republic

Sanchez, Dominican Republic

Ecuador.—(*South America.*)

Bahia de Caraquez, Ecuador

Esmeraldas, Ecuador

Guayaquil, Ecuador

Salango, Ecuador

Egypt.—(*See under Africa.*)

England.—(*Europe.*)

Birmingham, England

Bradford, England

Bristol, England

Burslem (Stoke-on-Trent), England

Derby, England

Dover, England

Huddersfield, England

Hull, England

Jersey, Channel Islands, England

Kidderminster, England

Leeds, England

Leicester, England

Liverpool, England

London, England

Manchester, England

Newcastle-on-Tyne, England

Nottingham, England

Plymouth, England

Redditch, England

St. Helens, England

Sheffield, England

Southampton, England

West Hartlepool, England

Weymouth, England

France.—(*Europe.*)

Amiens, France

Bastia, Corsica, France

Biarritz, France

Bordeaux, France

Boulogne-sur-mer, France

Brest, France

Calais, France

Cette, France

Cherbourg, France

Cognac, France

Dieppe, France

Dijon, France

Dunkirk, France

Grenoble, France

Havre, France

Limoges, France

Lyon, France

Marseille, France

Nantes, France

Nice, France

Paris, France

Reims, France

Roubaix, France

Rouen, France

St. Etienne, France

Toulon, France

Germany.—(*Europe.*)

Aix la Chapelle, Germany

Barmen, Germany

Berlin, Germany

Brake, Germany

Bremen, Germany

Bremerhaven, Germany

Breslau, Germany

Brunswick, Germany

Cassel, Germany

Chemnitz, Germany

Coburg, Germany

Cologne, Germany

Danzig, Germany

Dresden, Germany

Erfurt, Germany

Frankfort-on-the-Main, Germany

Gera, Germany

Hamburg, Germany

Germany.—(Europe.)—Continued.

Hanover, Germany
Kehl, Germany
Kiel, Germany
Königsberg, Germany
Leipzig, Germany
Lübeck, Germany
Magdeburg, Germany
Mannheim, Germany
Markneukirchen, Germany

Munich, Germany
Neustadt-an-der-Hardt, Germany
Nuremberg, Germany
Plauen, Germany
Sonneberg, Germany
Sorau, Germany
Stettin, Germany
Stuttgart, Germany
Swinemünde, Germany

Wiesbaden, Germany

Greece.—(Europe.)

Athens, Greece

Corfu, Greece

Patras, Greece

Guatemala.—(Central America.)

Champerico, Guatemala
Guatemala, Guatemala

Livingston, Guatemala
San José de Guatemala, Guatemala

Guiana.—(South America.)

Cayenne, French Guiana

Georgetown, British Guiana

Paramaribo, Dutch Guiana

Haiti.—(West Indies.)

Aux Cayes, Haiti
Cape Haitien, Haiti
Gonaïves, Haiti
Jacmel, Haiti

Jeremie, Haiti
Petit Goïve, Haiti
Port au Prince, Haiti
Port de Paix, Haiti

Honduras.—(Central America.)

Amapala, Honduras
Belize, British Honduras
Bonacca, Honduras
Ceiba, Honduras
Puerto Cortes, Honduras

Roatan, Honduras
San Juancito, Honduras
San Pedro Sula, Honduras
Tegucigalpa, Honduras
Tela, Honduras

Truxillo, Honduras

Hungary.—(Europe.)

Budapest, Hungary

Fiume, Hungary

India.—(Asia.)

Bombay, India
Calcutta, India
Chittagong, India

Karachi, India
Madras, India
Rangoon, India

Ireland.—(Europe.)

Belfast, Ireland
Cork, Ireland
Dublin, Ireland

Galway, Ireland
Limerick, Ireland
Londonderry, Ireland

Italy.—(*Europe.*)

Bari, Italy
Capri, Italy
Carrara, Italy
Catania, Italy
Florence, Italy
Genoa, Italy

Leghorn, Italy
Milan, Italy
Naples, Italy
Palermo, Italy
Rome, Italy
Turin, Italy

Venice, Italy

Jamaica.—(*West Indies.*)

Kingston, Jamaica
Montego Bay, Jamaica
Port Antonio, Jamaica

Port Maria, Jamaica
Port Morant, Jamaica
St. Ann's Bay, Jamaica

Japan.—(*Asia.*)

Hakodate, Japan
Kobé, Japan

Nagasaki, Japan
Yokkaichi, Japan

Yokohama, Japan

Java.—(*Malaysia.*)

Batavia, Java

Samarang, Java

Serabaya, Java

Kongo.—(*See under Africa.*)

Liberia.—(*See under Africa.*)

Lourenco Marques.—(*See under Africa.*)

Luxemburg.—(*Europe.*)

Luxemburg, Luxemburg

Madagascar.—(*Indian Ocean.*)

Tamatave, Madagascar

Madeira.—(*Atlantic Ocean.*)

Funchal, Madeira

Maltese Islands.—(*Mediterranean Sea.*)

Malta, Maltese Islands

Mexico.—(*North America.*)

Acapulco, Guerrero, Mexico
Aguascalientes, Aguascalientes, Mexico
Campeche, Campeche, Mexico
Cananea, Sonora, Mexico
Chihuahua, Chihuahua, Mexico
Ciudad Juarez, Chihuahua, Mexico
Ciudad Porfirio Diaz (Piedras Negras), Coahuila, Mexico
Durango, Durango, Mexico
Ensenada, Lower California, Mexico
Frontera, Tabasco, Mexico

Mazatlan, Sinaloa, Mexico
Mexico City, Mexico
Monterey, Nuevo Leon, Mexico
Nogales, Sonora, Mexico
Nuevo Laredo, Tamaulipas, Mexico
Oaxaca, Oaxaca, Mexico
Parral, Chihuahua, Mexico
Progreso, Yucatan, Mexico
Puebla, Puebla, Mexico
Puerto Mexico, Vera Cruz, Mexico
Salina Cruz, Oaxaca, Mexico

Mexico.—(North America.)—Continued.

| | |
|----------------------------------|--|
| Guadalajara, Jalisco, Mexico | Saltillo, Coahuila, Mexico |
| Guanajuato, Guanajuato, Mexico | San Luis Potosi, San Luis Potosi, Mexico |
| Guaymas, Sonora, Mexico | |
| Hermosillo, Sonora, Mexico | Tampico, Tamaulipas, Mexico |
| La Paz, Lower California, Mexico | Tapachula, Chiapas, Mexico |
| Los Mochis, Sinaloa, Mexico | Topia, Durango, Mexico |
| Manzanillo, Colima, Mexico | Torreón, Coahuila, Mexico |
| Matamoros, Tamaulipas, Mexico | Tuxpam, Vera Cruz, Mexico |
| Vera Cruz, Vera Cruz, Mexico | |

Morocco.—(See under Africa.)

Natal.—(See under Africa.)

Netherlands.—(Europe.)

| | |
|------------------------|---------------------------|
| Amsterdam, Netherlands | Rotterdam, Netherlands |
| Flushing, Netherlands | Scheveningen, Netherlands |

New Zealand.—(South Pacific Ocean.)

| | |
|---------------------------|-------------------------|
| Auckland, New Zealand | Dunedin, New Zealand |
| Christchurch, New Zealand | Wellington, New Zealand |

Nicaragua.—(Central America.)

| | |
|-----------------------|-----------------------------|
| Bluefields, Nicaragua | Matagalpa, Nicaragua |
| Corinto, Nicaragua | San Juan del Sur, Nicaragua |

Norway.—(Europe.)

| | |
|---------------------|-----------------------|
| Bergen, Norway | Christiansand, Norway |
| Christiania, Norway | Stavanger, Norway |
| Trondhjem, Norway | |

Oman.—(Asia.)

Maskat, Oman

Orange River Colony.—(See under Africa.)

Panama.—(Central America.)

| | |
|------------------------|------------------|
| Bocas del Toro, Panama | Panama, Panama |
| Colon, Panama | Santiago, Panama |

Paraguay.—(South America.)

Asuncion, Paraguay

Persia.—(Asia.)

| | |
|----------------|-----------------|
| Tabriz, Persia | Teheran, Persia |
|----------------|-----------------|

Peru.—(South America.)

| | |
|----------------------|-----------------|
| Callao, Peru | Mollendo, Peru |
| Cerro de Pasco, Peru | Paila, Peru |
| Iquitos, Peru | Salaverry, Peru |

Portugal.—(*Europe.*)

Lisbon, Portugal

Oporto, Portugal

Roumania.—(*Balkan State, Europe.*)

Bucharest, Roumania

Russia.—(*Europe and Asia.*)

Batum, Russia

Helsingfors, Finland, Russia

Libau, Russia

Moscow, Russia

Odessa, Russia

Omsk, Siberia, Russia

Reval, Russia

Riga, Russia

Rostoff-on-Don, Russia

St. Petersburg, Russia

Vladivostok, Siberia, Russia

Warsaw, Russia

St. Pierre.—(*North Atlantic Ocean.*)

St. Pierre, St. Pierre Island

Salvador.—(*Central America.*)

San Salvador, Salvador

Samoa.—(*South Pacific Ocean.*)

Apia, Samoa

Scotland.—(*Europe.*)

Aberdeen, Scotland

Dundee, Scotland

Dunfermline, Scotland

Edinburgh, Scotland

Glasgow, Scotland

Greenock, Scotland

Troon, Scotland

Servia.—(*Balkan State, Europe.*)

Belgrade, Servia

Siam.—(*Asia.*)

Bangkok, Siam

Siberia.—(*See under Russia.*)

Sierra Leone.—(*See under Africa.*)

Society Islands.—(*South Pacific Ocean.*)

Tahiti, Society Islands

Spain.—(*Europe.*)

Alicante, Spain
Almeria, Spain
Barcelona, Spain
Bilbao, Spain
Cadiz, Spain
Corunna, Spain
Denia, Spain
Gibraltar, Spain

Huelva, Spain
Jerez de la Frontera, Spain
Madrid, Spain
Malaga, Spain
Palma de Mallorca, Spain
Seville, Spain
Tarragona, Spain
Valencia, Spain

Vigo, Spain

Straits Settlements.—(*Islands, Straits of Malacca.*)

Penang, Straits Settlements

Singapore, Straits Settlements

Sumatra.—(*Malaysia.*)

Padang, Sumatra

Sweden.—(*Europe.*)

Goteborg, Sweden
Malmö, Sweden

Stockholm, Sweden
Sundsvall, Sweden

Switzerland.—(*Europe.*)

Basel, Switzerland
Berne, Switzerland
Geneva, Switzerland

Lucerne, Switzerland
St. Gall, Switzerland
Vevey, Switzerland

Zurich, Switzerland

Taiwan.—(*China Sea.*)

Tansui, Taiwan

Tasmania.—(*Island, South Pacific Ocean.*)

Hobart, Tasmania

Transvaal.—(*See under Africa.*)

Tripoli.—(*See under Africa.*)

Tunis.—(*See under Africa.*)

Turkey.—(Europe and Asia.)

Aleppo, Syria, Turkey
Alexandretta, Turkey
Bagdad, Turkey
Bassorah, Turkey
Beirut, Syria, Turkey
Constantinople, Turkey
Damascus, Syria, Turkey
Dardanelles, Turkey
Haifa, Syria, Turkey
Harput, Turkey

Hodeida, Turkey
Jaffa, Syria, Turkey
Jerusalem, Syria, Turkey
Mersina, Turkey
Mitylene, Turkey
Saloniki, Turkey
Samsun, Turkey
Sivas, Turkey
Smyrna, Turkey
Trebizond, Turkey

Tripoli, Syria, Turkey

Uruguay.—(South America.)

Montevideo, Uruguay

Venezuela.—(South America.)

Caracas, Venezuela
Carupano, Venezuela
Ciudad Bolivar, Venezuela

Coro, Venezuela
La Guaira, Venezuela
Maracaibo, Venezuela

Puerto Cabello, Venezuela

Wales.—(Europe.)

Cardiff, Wales

Holyhead, Wales

Swansea, Wales

West Indies.—(Atlantic Ocean and Caribbean Sea.)

Barbados, West Indies
Bonaire, West Indies
Brighton, Trinidad, West Indies
Christiansted, St. Croix Island, West Indies
Cockburn Harbor, Turks Island, West Indies
Cuba (see page 6)
Curaçao, West Indies
Dominican Republic (see page 6)
Frederiksted, St. Croix Island, West Indies
Grenada, West Indies
Guadeloupe, West Indies

Haiti (see page 9)
Jamaica (see page 10)
Martinique, West Indies
Matheo Town, Bahama Islands, West Indies
Nassau, Bahama Islands, West Indies
Roseau, Dominica, West Indies
St. Lucia, West Indies
St. Thomas, West Indies
St. Vincent, West Indies
Salt Cay, Turks Island, West Indies
Trinidad, West Indies
Turks Island, West Indies

Zanzibar.—(See under Africa)

INFORMATION CONCERNING CIVIL SERVICE EXAMINATIONS.

A Manual of Examinations is issued by the United States Civil Service Commission in January and July of each year. It contains full information concerning the regular spring and fall examinations for positions in the Departmental, Indian, Railway Mail, Government Printing, Philippine, Isthmian Canal, and other services. A copy of the manual may be had by addressing the United States Civil Service Commission, Washington, D. C., or the district secretary.

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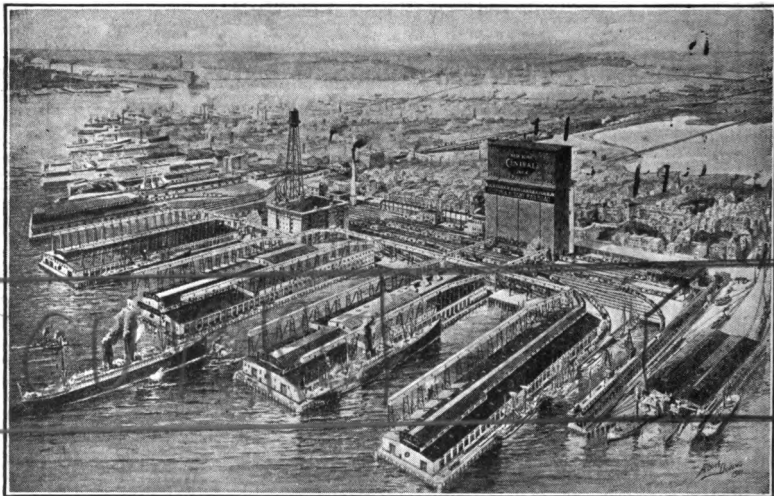
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Division Freight Agent
Springfield, Mass.

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